

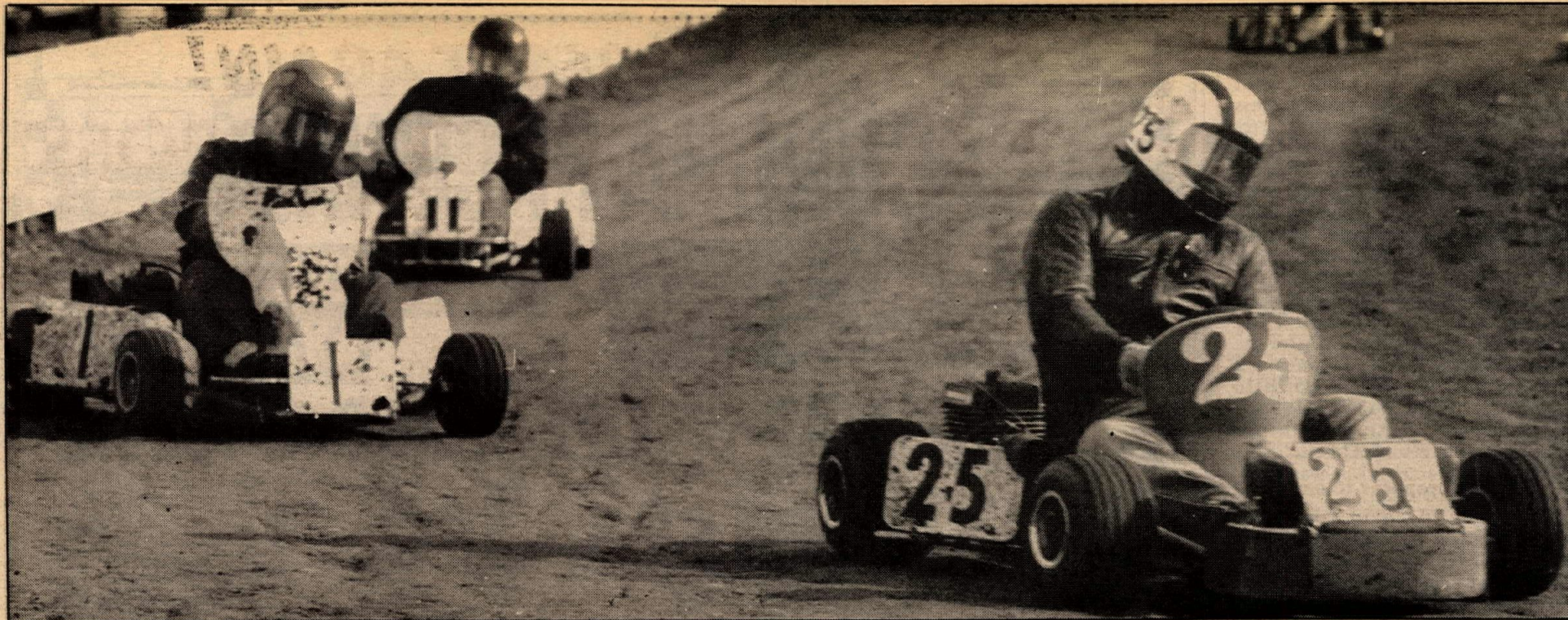
ATV News

A Cycle News
Extra

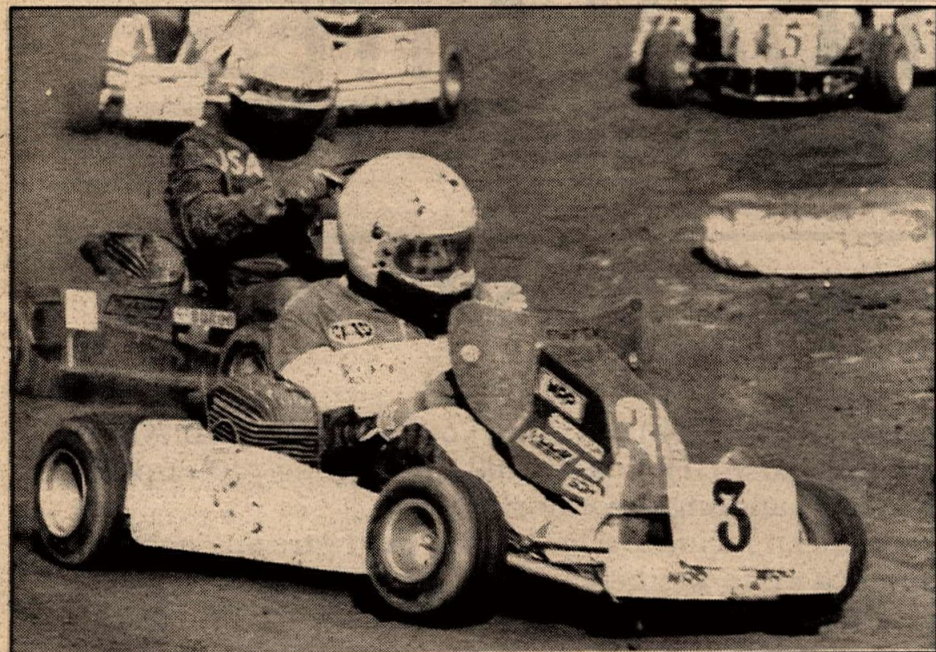
March 1982

ATV Kingdome Final!





(Above) Pat Porter (25) swept everything in sight in the 100cc Heavy class. (Below) Gettin' sideways at Baylands, keep your foot in it and go. (Left) Tim Meyer (3), here leading Greg Peterson and Jeff Nelson.



Rossi takes Baylands

By Jerry Newray

FREMONT, CA, JAN. 17

Once again it was the small and mighty dirt eaters, the race-Karts, blazing the multi-purpose Baylands Raceway Park facility. Over 100 entries from as far away as Sparks, NV to

the north and San Luis Obispo to the south sought the chance to take the Pro purse of over \$500 home and the overall title with it as well.

On hand were some of the top riders on the west coast, names like two-time 1981 Grand National Champion Jeff Nelson and his Invader Racing-sponsored machine, last month's overall winner Greg Peterson and former Junior National Champion Tim Meyers, also racing his Performance Karting entry. Another top dirt racer named Scott Murray who does it also in a sprint car, and a cast of many others performed.

Baylands is currently becoming widely known as the top dirt track in California and with so many top entries showing up, the lineup speaks for itself. Besides the Pros at Baylands, there were also six other classes well represented, all the way down to Rookie Junior.

The Pros got underway in the first

heat with Meyers taking the lead while being tailed very closely by Nelson and Peterson. With Meyers in the lead, it was Peterson passing Nelson with a brilliant move to the high side of the track and moving into second. On the fourth lap disaster hit — Meyers moved too low on the track and got caught in a deep rut which threw the back end of his kart around, forcing a spin. With this, Peterson, Nelson and Henry Rossi went by while Meyers had to wait for traffic to clear. Once on the track Meyers showed his super talents by working his way back to sixth. At the checkered flag it was Peterson with the win followed by Nelson and Rossi. With the bad luck that Meyers had, it was a super ride that gave him the fifth spot.

In the second heat all 16 karts came roaring down the front straight with Nelson snagging the lead, Rossi and Scott Murray in hot pursuit. With the pack way ahead, it was Meyers starting on the outside and last row making a

great move up high and passing five others to get his kart into the top 10 drivers. In the front of the pack John Russell took his kart all the way to the front of the pack by drafting around both Nelson and Murray. One of the best moves of the afternoon came as Meyers swung high into turn one and then dove down into turn two. Meyers moved all the way into fifth position. Once again Meyers, got hit by the bad luck bug as Al Megenity lost his clutch going into turn four and stopped with Meyers stuck right on his tail. Again, several riders passed Meyers until he got his kart back to speed. When the checkered flag fell, it was Russell taking the win followed very tightly by Rossi and Nelson. Once again it was Meyers making a late charge and moving all the way into fourth place.

The final race of the day faced up to be one of the best ever run on the high-banked oval at Baylands as all the top headliners and stars were at the head of the grid. At the green it was Nelson jumping into an early lead with Rossi, Peterson and Meyers following in a close pack. This bunch never switched a position until the seventh lap when Murray moved into fourth. As Nelson came out of turn two on the high side, he lost control of his kart and spun out and was hit by a kart that was a lap down. This completely destroyed Nelson's kart and all of his chances of winning the title. As the field bunched up for a restart, it looked to be a race to the flag as there were only two laps left.

At the green it was Rossi taking a great line into the first turn ahead of Murray and Meyers. When the

checkered flag came out it was Rossi and Murray almost dead even as they came into turn three. Coming out of turn four, it was Rossi's kart showing a little more horsepower and burning the tires all the way to the checkered flag with Murray second and Meyers taking third. The win for Rossi was his first Pro win and with that he took home the large purse and huge trophy.

Some other top riders that wheeled their machines around the high-banked track were Pat Porter in the 100cc Super Stock Lites, as he took both races and then topped off the afternoon by bagging the main and taking home the Baylands trophy. Another great ride came from Mike Walter in the 100cc Novice, as he wheeled his MadMan Special around the tough course with a first place in both heats, then a great come from-behind-win in the main.

Baylands will be holding regular kart meets with the big two-day Winter Nationals meet scheduled for the latter part of February. For information contact Baylands Raceway at 415/651-2545.

Results

OPEN PROS: 1. Henry Rossi; 2. Scott Murray; 3. Tim Meyers;
200cc STOCK: 1. Mike James; 2. Ron Wright; 3. Malcolm Wright;
100cc SUPER STOCK LIT: 1. Pat Porter; 2. Cliff Maderia; 3. Dave Besson;
100cc SUPER STOCK HVY: 1. Duane Frowes; 2. Brett Bell; 3. Joel Kaeding.
100cc NOVICE LIT: 1. Randy Ritheiler; 2. Rodger Varner; 3. Tom Bickford.
100cc NOVICE HVY: 1. Mike Walters; 2. Pat O'Dea; 3. William Puetz.
100cc STOCK: 1. Art Billings; 2. Garry Christensen; 3. Cliff Maderia.
ROOKIE JUNIORS: 1. Jeff Gordon; 2. John Self; 3. Eric Rossi.
100cc: 1. Dave Hall; 2. John Burton; 3. Mark Single.



Robbie Lee prepares to eat it.

Haase fights Inflation GP at Arroyo

By Terry Rezek

SAN BERNARDINO, CA, JAN. 24 Today's course was exactly the same that the bikes would be using later in the day. The difference would turn out to be the humongous mudhole about one-third of the way around the course from the start. With the wide rear tires on the three-wheelers and the Odysseys, if you weren't first from your row you would come out of the mudhole with a plain brown number plate — unreadable!

The mud obscured the lead three-wheeler on lap one, but by the end of the lap, Tracey Dickson had put his very special Husqvarna into the lead and was pulling rapidly away from everyone. The prototype Husky, one of four built by Dickson and his father to interest Husky in ATV's, was easily the fastest one on the course and may be the forerunner as well in new design. Unfortunately, it was heir to an old Husky tradition, aquaphobia. While taking an inside line through some water to get around a lapped rider, the engine sucked water and put its own fire out. It also put Dickson out of the race.

It was easy to recognize the second wave leader. As a matter of fact, Todd Clark was the only one you could recognize since the others were already covered with mud.

While Dickson was having his brief moments of glory, Ron Haase had moved up to a strong second. When Dickson had his moment of trouble, Haase was there to gratefully accept first and demonstrated his ability to keep it by adding seconds per lap to his lead. Wes Arnold tried valiantly to catch Haase but could not.

Gary Reitsma led the bouncing Odysseys out of the gate with Greg Vernon right on his tail. Halfway around the course, Reitsma spun out and Vernon got by temporarily. Reitsma was back immediately and pushing. He pushed past Vernon just after home check and was back in the lead for lap two. Oscar Will had moved up to a close third and looking for room to pass. Lap three was the decisive one; Reitsma dropped way back and Vernon and Will were left to chase each other around for the finish.

Results

CLASS 3: 1. Bob Weber.
CLASS 4: 1. Ron Haase; 2. Wes Arnold; 3. Glen Elliott; 4. Scott Gauby; 5. Jack Gushue.
CLASS 5: 1. David McNealy; 2. Todd Clark; 3. Brad Fedoruk; 4. Fred Guillette.
ODYSSEY 1: 1. Dave Koszela.
ODYSSEY 2: 1. Greg Vernon; 2. Oscar Will; 3. Joe Cheek.
ODYSSEY 3: 1. Steve Gleim; 2. Jerry Carmean; 3. Gary Reitsma.

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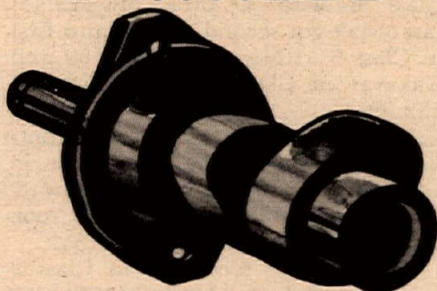
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Madison, Jaskowiak top ADRA three-wheel desert race

By Monty Owens

AJO, AZ, JAN. 9

It looked like the entire town of Ajo was out to see the first race of the Arizona Desert Racing Association's 1982 desert racing season. Unlike past ADRA races, only the buggies and three-wheelers raced in the Ajo race. Pro Buggies raced three loops (120 miles), Sportsman Buggies raced two loops (80 miles), and Beginner Buggies and three-wheelers had to race one loop (40 miles).

Three-wheel riders thought the 40-mile course was a lot of fun and one of the most grueling course's ever because half of it consisted of three foot deep silt beds caused from the previous buggy races that day. It was 4:00 p.m. when the Beginner Buggies started to race and the and the three-wheelers started racing at 4:15p.m., five minutes after the last Beginner Buggy left the starting line.

It was Helm & Son sponsored Tom Kakavas riding a fully-suspended four-stroke (228cc) Honda who took the early lead in Class 6 (250cc) but didn't keep it for long as he had to stop to fix a rear flat tire at about four miles from thr start. Frank Truemen on a Honda 250R took over the lead but later was passed by Robbie Madison also on a 250R. From Check one to Check two (halfway point) it looked like a graveyard with half of the buggies and three-wheelers broken down in the Three-Foot-Deep silt beds.

At check two it was Kakavas who regained the lead with Madison second and Mike Jaskowiak, riding a fully suspended ATC Shop-sponsored Class 5 (240cc) in third. Meanwhile at the finish line everyone was getting worried beacause it was getting dark and not one single Beginner Buggy or three-wheeler had come across the finish line yet.

It was about 5:49 p.m. when Kakavas crossed the finish line first in the dark with Madison second and Jaskowiak third. All three of them had beaten the first place buggy to the finish line. Based on Madison's and Jaskowiak's later starting times, Madison got first overall and first in Class 6 with a time of 129:43, Jaskowiak got second overall and first in Class 5 with a time of 130:50 and Kakavas in Class 6 with a time of 132:59.

Kelly Cheatham, riding a front-suspended ATC 185s, took first in Class 4 (205cc) and Hatch's Saw & Cycle-sponsored Craig Kakavas took second in Class 4 riding aATC 185.

Zap McKaye took first in Class 3 (175cc) and Larry Miller got first in Class 1 riding a Ajo ATC-sponsored Honda 110. Debbie McCormick took first in Class 7 (Powder Puff) riding a Yamaha 175.

The next ATV race of the 1982 ADRA points season will be on Feb. 21 at thr Sixth Annual Salome Grand Prix in Salome, AZ. For more information on ADRA ATV races contact ADRA at 602/252-1900.

Kakavas takes ADRA Gila Bend Grand Prix

By Tom William

GILA BEND, AZ, JAN. 24

Forty-six three-wheelers and 370 motorcycles showed up for

Arizona's original Desert Grand Prix to race the fast 33-mile course. This was Arizona Desert Racing Association's eighth Gila Bend Grand Prix, and since the race starts in downtown Gila Bend, thousands of spectators lined the paved streets to watch the start.

Class Six (250cc) three-wheelers raced two times around the course, with all of the other three-wheeler classes racing once around it. The expected overall winner of the three-wheeler race was Helm & Son's Tom Kakavas, as he had won last year's Gila Bend three-wheeler race and had showed up at this race with his strange looking big-tired ATC200 with front and rear suspension. It sits about eight inches higher than his competition, ATC250s.

The course, which many of the three-wheelers considered to be very fast, consisted of a little drag racing down the paved streets, then about 12 miles of sand wash which ended at the infamous 200-foot long culvert going under the freeway. This year it had water in it which made it a little hairy in the middle with no headlight. Then it was 20 miles of dirt roads and back into town to the finish line.

In Class Six, Kakavas took the early lead at the start riding his Nicholson mono-frame 228cc Honda four-stroke. At the end of the first loop with one more loop to go, it was Kakavas first with a two-minute lead over Tucson Three-Wheeler Supply-sponsored Hank Winter, on his trick looking black Honda 250R. Two minutes behind Winter was another Tucson Three-Wheeler Supply rider, Buddy Nelson, also on a Honda 250R.

Following Nelson were nine more Class Six racers, then the first of the one loop class racers with Mike Jaskowiak riding his ATC Shop-sponsored 185S to take first in Class Five (240cc). Following Jaskowiak was Kelly Cheatham riding his front suspended 185S to take first in Class Four (205cc) and Dean Adams on his 185S getting second in Class Four. John Clines, riding his Hatch's Saw & Cycle-sponsored Yamaha 175, had the mishap of having his front axle come out of his forks 100 feet from the finish line and crashing into a car. Clines still managed to repair his three-wheeler and take first in Class Three (175cc) with James Dalyniuk on his Yamaha getting second. Rick Branch on a Yamaha 125cc got first in Class One (110cc) with Stacey Baker getting second on his 110 Honda.

Debbie McCormick riding her Yamaha 175 got first in Class Seven (Powder Puff), Connie Kakavas on her Hatch's Saw & Cycle front-suspended 185S getting second.

Most of the first loop class racers had finished, and everyone was waiting to see who was going to be the first of the big Class Six racers. Sure enough as predicted, it was Kakavas who came in first in class and first overall with a four-minute lead over Winter, with teammate Nelson getting thrird.

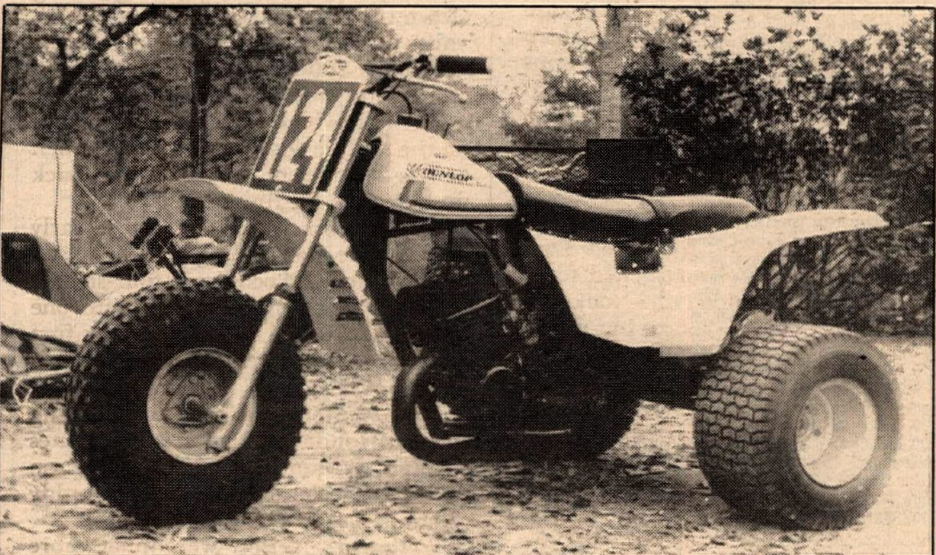
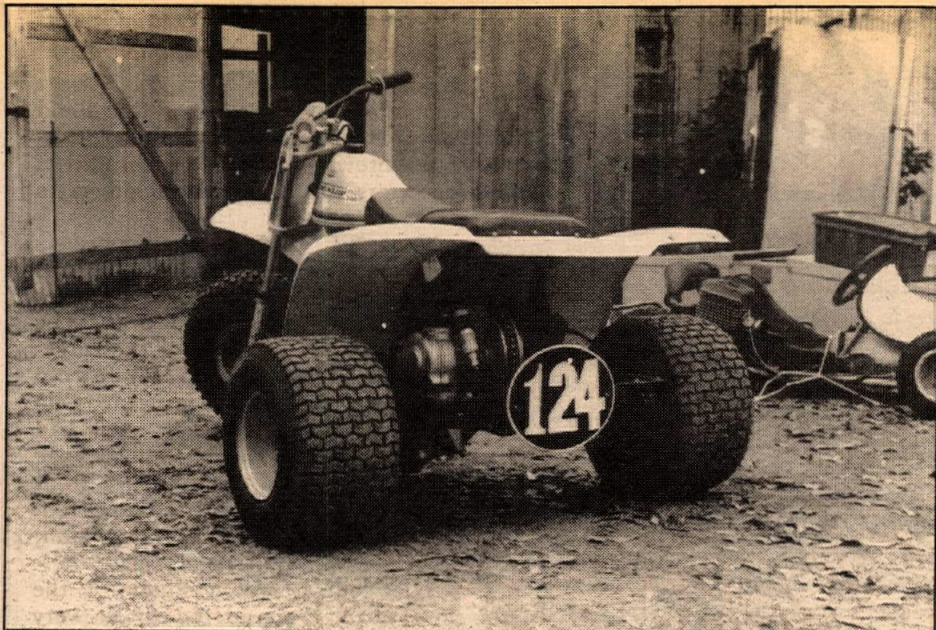
Besides the usual 1982 points and trophies the racers got, there were a lot of contingencies awarded from most of the sponsors. The Gila Bend Grand Prix was ADRA's second desert three-wheeler race of the 1982 points season with the fourth race of the season being the Sells Grand Prix in Sells, AZ on April 4. For more information on Arizona's best desert racing, contact ADRA at 602/252-1900.

Archer Stops the Bear at Southways

By Maureen Daspit Daniels

PICAYUNE, MS, JAN. 23

Ron "The California Kid"



Shown here are two views of the "Bear." Mean looking thing isn't it? A PE 250 power plant with a modified Odyssey final drive, what a ride.

Manley was the first to ride Southways' newly produced "Bear," a three-wheeler designed and built by track owner Clyde Daniels and Butch Stamper. The machine was finished at 2:00 a.m. Saturday to be raced that evening. With time running short, its performance was not fully tested or perfected.

"Bear" has a frame built from a PE250 B model Suzuki using components from an Odyssey, with a modified Odyssey final drive. RM80 leading axle front air forks were used along with KYB remote reservoir shocks on the rear. The engine is a stock PE 250cc Suzuki with .040" Wiseco overbore piston and compression release. The triple clamps were made by Davis Machinery. "Bear" uses plastic body parts from a Yamaha Tri-Moto 125, with a modified Kawasaki seat and extra long B&C manufactured foot pegs. The front tire is an Ohtsu 20 x 7.00-8. Rear tires are Carlisle 18 x 9.50 x 8. A 520 motor-to-transfer case drive chain was used with a 530 final drive chain. "Bear" delivers an estimated 50 horsepower to the ground.

The people at 3-H Performance, Inc. of Vidalia, LA, showed up Saturday afternoon with their own prototype experimental — a modified Kawasaki turning 248cc.

As all riders lined up for the first heat, the real test was on. The flag raised and they were off. Taking the lead ending the first lap was Marc Archer on a modified Honda 250. Jim Hargon on his Kawasaki was in second, with "The California Kid" third. On the very next lap all three riders were in a pack. The spectators roared with excitement. Manley was now in the lead with Hargon passing Archer for second. Manley was pulling Hargon and Archer strongly down the straightaways, but still being a close

race. Hargon and Archer were side by side around the turns, but on the sixth lap, Hargon was overtaken by Archer for second. Manley, now confident of his lead, wheeled down the back stretch straightaway. Still not far behind, Hargon was not giving into Archer easily. He stayed right with Archer with only inches apart all the way to the checkered. Manley held the lead followed by Archer, then Hargon. Claude Pumilia, on a Yamaha finished fourth.

In the second heat, Hargon grabbed the lead followed by Archer and Pumilia. Manley had problems off the line and was trying hard to make up for lost time. Although a close race, Hargon held the lead to the checkered, followed by Archer. Manley was riding faster and faster, passing Pumilia on the fourth lap. On the sixth lap, Manley spun out, and was overtaken by Pumilia, and that's the way they finished.

In the final heat, Hargon once again took the lead followed by Archer. Manley had clutch problems right from the start and ended up behind Pumilia. Manley was then forced to pull out. On the fifth lap, Hargon had problems and could not finish, that left Archer and Pumilia with a first and second place victory, respectively.

Saturday night was tough for Manley. He had very little practice on such a powerful machine. Southways was really proud of his performance. "Bear" has since had its problems resolved and will be ready for next Saturday night. *ATV*

Results

0-130-THREE—WHEELER: 1. Chad Archer (Hon).
131-220 THREE—WHEELER: 1. Eddie Seal (Hon).
250-OPEN THREE WHEELER: 1. Marc Archer (Hon);
2. Jim Hargon (Kaw); 3. Claude Pumilia (Yam).
RACE KARTS (2-STROKE): 1. Alvin Ballard; 2. Eugene Parris; 3. Jerry Odom.
RACE KARTS (4-STROKE): David Forbis.



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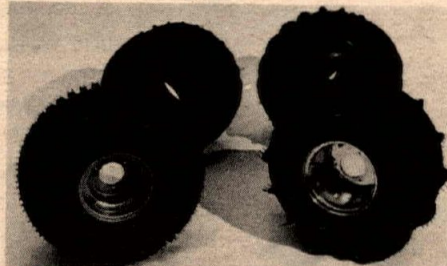
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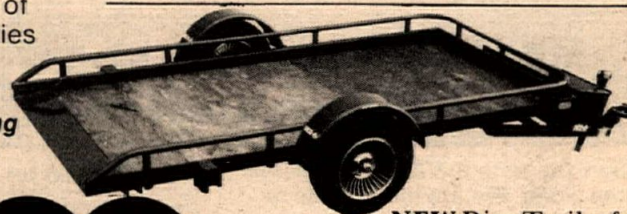
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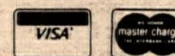
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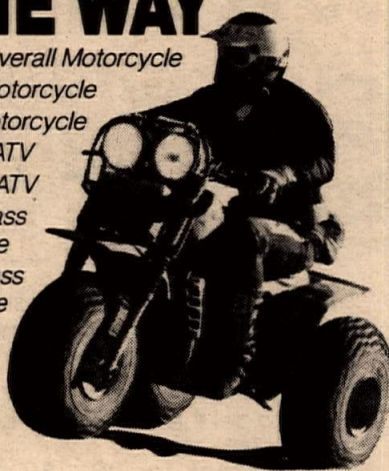
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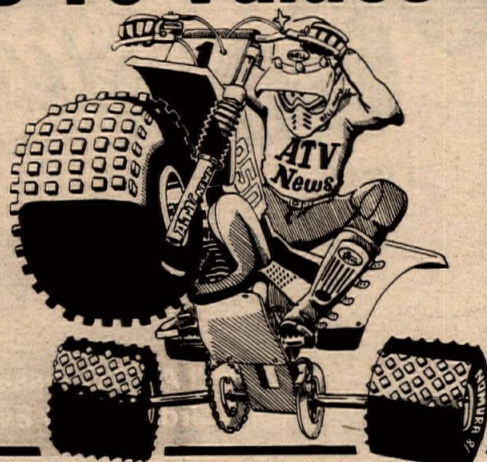
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DeAnza Cycle Park, Sunnymead, CA. All classes inc. ATC & Ody, 30% same day trophies. 30-min. motos, memb. not req. Gates open 7 a.m., prac. 8:30, race 9:30. Park open 7 days. Info 714/653-8068, 5840, 7979.

3-WHEEL, MOTORCYCLES, GO-KART, FLAT TRACK

IA State Fairgrounds (Cattle Pavilion) E. University Des Moines, IA. Indoor racing. Gen. admission \$3.50, sign-ups: 6 p.m., race 8 p.m. Classes to be run: 0-200cc, 200 and up for 3-wheelers. 0-250cc, 250 and up for Flat Trackers. 0-100cc, Go-Karts. Entry fee: \$5. Pit pass \$5. For more info call 515/265-4261.

ATC, ODYSSEY TT SCRAMBLES

Dade City, FL Hwy 52 just west of Dade City at Pasco County Fairgrounds. 40% trophy payback. ATC Class: 0-200, 201-Open, Odyssey class: Stock & Modified. Clay track open year round. Sign ups 4:30 p.m., race 7 p.m. Entry fee: \$5. For more info call 813/986-4950.

Every 1st & 3rd Sat. night

R.A.C.E. ODYSSEY & 3-WHEEL
Corona Raceway, Corona, CA. Hwy. 91 to Buchanan Exit. Full Odyssey & 3-wheel program. For more info call 714/689-1913 or 735-1705.

Every 2nd & 4th Saturday night

FLAT TRACK (1000 FT. OVAL)

Picayune, MS. Southways Race Park. 3-wheel Odyssey & Go-Kart. 0-80cc, 80-130, 130-220, 220-Open. Beginner class, P.P., Go-Karts-Stock, Modified; Odyssey. Gate fee \$4-under 6 free. 5 trophies per class. For more info call 601/798-8296.

Every 1st Sunday

THREE-WHEEL MOTOCROSS

Austin, TX. Austin Motorsport Raceway. Take I-35 to Austin, then go E. on 183, take Smith Rd. to Howard St. 1/2 mile further watch for signs. Need at least 10 three-wheelers to run race. Trophy to 5th. Gate \$5, entry \$12. For more info call 512/443-7627.

February 27-28

BAYLANDS SPEEDWAY RACE KART WINTERNALES

Baylands Raceway Park, Fremont, CA. Hwy. 17 @ Durham Rd. All regular kart speedway classes inc. 100cc Open Pro, 4-ft. 1st place trophies, 30% trophies, \$750 Pro purse + contingencies. 1/6th-mi. banked dirt track. Sat. gates open 9 a.m., prac. 10-11:30, time trials noon-2, heats 3, Sun. gates open 9 a.m., prac. 10-11, race noon. Entry \$20, Pros \$35 (inc. kart entry only), watch \$5, 6-12 \$2, under 6 free, mail order pit passes \$6. Info 415/651-2545.

February 28

THREE-WHEEL HARE & HOUND

Plaster City, CA. arrowed from I-8 at Ocotillo. D-38 pts. Classes: 70-125cc, 126-200cc, Open. Start after M/C, will go 2 loops Aprx. 40 mi. Rider meeting 9:30 a.m., start at 10. Entry fee \$12 for more info call 714/277-5800.

GRAN PRIX RACEWAY

Canal Fulton, OH. Take 21 N or S to Rte 93 exit, take 93 go 3 south to Orrville St. turn right miles to Deerfield Ave. turn left. Classes: Minis-70cc, 71-125cc, 126-200cc, 201-250cc, and

Modified, Odyssey's. 6 trophies per class. Gate \$3, sign-up \$5. Prac. 1:30 p.m., race 2. Track opens 7 a.m. Ambulance on duty. For more info call 216/683-3939, 854-4847, 239-2517. Park Honda SnowShoe ATV series races.

March 3-5

SPRING NATIONALS

3-wheel and Odyssey short track and TT races. Minimum \$100 prize per class. Natl. Dirt Track Assn., Box 5341, Orlando, FL 32855. 305/841-4055.

March 6-7

IKF 1982 SOUTHWESTERN ROAD RACING WINTERNALES

Willow Springs Raceway, Rosamond, CA. Info: SCK c/o Julie Kuntze 213/966-3207.

March 6

HILLS FERRY RACE KART SPEEDWAY

Hills Ferry Speedway, Newman, CA. I-5 to Newman exit, E to Hills Ferry Rd., left to track. All 2 & 4-stroke classes, 100% Pro p.b. Gates open 3:30 p.m., sign up 4-6, prac. 5-6, race 6:30. Entry \$16, Pros \$21. Hot-Line Promotions. Info 415/489-6625 (Ken Birchfield).

March 7

AME GRAN PRIX

Sprockets Park, Bakersfield, CA. 3-wheel & Ody. classes, 30% trophies. 100% Pro p.b., all same day. 45-min. + 1 lap, non-memb. welcome. Gates open 7 a.m., 3-wheelers race 9 a.m., Ody. 10. Entry \$10, Pros \$20. Info 213/881-5778 (Jim Steadman).

THREE-WHEEL SHORT TRACK/TT

Canyon Raceway, Phoenix, AZ. 8 1/2 miles W. of I-17 on Carefree Hwy. Classes to be run: 0-125cc, 126-200cc, 201-250cc, Open also 200cc Mod and Open Mod. 3 bikes to make a class. Gates open: 9:30 a.m., prac. 10:30, race at noon. Entry Nov & Am \$10, Ex \$14, 65% p.b. to Ex riders for more info call 602/843-1124 or 993-9236.

CARLSBAD ATV TT

Carlsbad Raceway, Carlsbad, CA. I-5 to Palomar Airport Rd., E 8 mi. to track. 125/200/250/Open, 6 make a class, trophies. Motorcycle MX & TT also. Gates open 6 a.m., prac. 8:30, race 10. Entry \$9 AMA memb., \$11 non-memb. Info 714/749-8597, 661-4198 (Cliff Carr).

CRC ATV TRACK RACES

Indian Dunes, Valencia, CA. 3-wheel & Ody classes inc. 3-wheel kids class (12 & under on 70s, 4 to make a class). California Racing Club. Info 213/830-7519, 714/689-6114.

March 13

HILLS FERRY RACE KART SPEEDWAY

Hills Ferry Speedway, Newman, CA. I-5 to Newman exit, E to Hills Ferry Rd., left to track. All 2 & 4-stroke classes, 100% Pro p.b. Gates open 3:30 p.m., sign up 4-6, prac. 5-6, race 6:30. Entry \$16, Pros \$21. Hot-Line Promotions. Info 415/489-6625 (Ken Birchfield).

March 14

IKF DIVISION FIVE SPRINTS

Northside Kart Track, Tulsa, OK. Pts. race. Info: Tulsa Kart Club c/o Bob Reser 918/371-5036.

BAYLANDS SPEEDWAY RACE KARTS

Baylands Raceway, Fremont, CA. 30% trophies, 100% Pro p.b. Gates open noon, race 1:30 p.m. Entry \$16, Pros \$25, watch \$4. Info 415/651-2545.

TEXAS 3-WHEELER TT

Mike Kidd Ranch, Boyd, TX. From Ft. Worth take Hwy. 199 N to FM 730 N, then to FM 2048 W & follow signs. Astrodome replica track. Gates open 10 a.m., prac. 11:30, race 1 p.m. Info 817/433-5559 (Mike Kidd).

TREATY CITY M.C. ATC RACES

Greenville, OH. 3 1/2 mi. NW of town on St. Rt. 571. 110/200/Open, trophies. Prac. noon, race 1. Entry \$5/bike, gate \$1. Info 513/548-7197 (Steve Thompson).

KMSA MARCH HARE SCRAMBLES

Wichita Jeeps M.C., Wichita, KS. I-135 exit 19, 7 mi. N of town @ 101 St. & Broadway. All classes inc. 125/200/Open 3-wheeler, 40% trophies, 100% rider fee. Sign in 10 a.m., 3-wheelers race noon. Entry \$6, gate \$3.50. Info 316/744-2838 (Syd Schofield).

March 20-21

IKF DIVISION FOUR & FIVE KART ROAD RACE

Fisher Lake, San Angelo, TX. Dbl. pts. Info: Sundown Lion's Club c/o V. Tom Allison, Jr. 915/653-7208.

IKF DIVISION SEVEN KART ROAD RACE

Laguna Seca Raceway, Monterey, CA. Rain or shine. Info: NCK c/o Rick Duste 415/457-4252.

March 20

PORTLAND KART ROAD RACE

Portland Int'l Raceway, Portland, OR. Info: Sprocket Benders c/o Chuck Bertrand 503/654-8254.

HILLS FERRY RACE KART SPEEDWAY

Hills Ferry Speedway, Newman, CA. I-5 to Newman exit, E to Hills Ferry Rd., left to track. All 2 & 4-stroke classes, 100% Pro p.b. Gates open 3:30 p.m., sign up 4-6, prac. 5-6, race 6:30. Entry \$16, Pros \$21. Hot-Line Promotions. Info 415/489-6625 (Ken Birchfield).

March 21

CARLSBAD ATV TT

Carlsbad Raceway, Carlsbad, CA. I-5 to Palomar Airport Rd., E 8 mi. to track. 125/200/250/Open, 6 make a class, trophies. Motorcycle MX & TT also. Gates open 6 a.m., prac. 8:30, race 10. Entry \$9 AMA memb., \$11 non-memb. Info 714/749-8597, 661-4198 (Cliff Carr).

BIG VALLEY HARE SCRAMBLES

Palestine, OH. 3 mi. SE of town on Rt. 170. ATC & Ody. Race 2 p.m. Pirate Competition Club. Info 216/782-2081 (Joan Pasternack).

THREE-WHEEL SHORT TRACK/TT

Canyon Raceway, Phoenix, AZ. 8 1/2 miles W. of I-17 on Carefree Hwy. Classes to be run: 0-125cc, 126-200cc, 201-250cc, Open also 200cc Mod and Open. 3 bikes to make a class. Gates open: 9:30 a.m., prac. 10:30, race at noon. Entry Nov & Am \$10 Ex. \$14, 65% p.b. to Ex riders for more info call 602/843-1124 or 993-9236.

ATV SCRAMBLES

Jackson, GA. 2.4 miles S. of Jackson on Hwy. 36. 0-80cc, 81-120cc, 121-220cc, 221-Open, Odyssey 1. Trophies all classes. Prac 10-1, entry \$8 for member, \$10 non-member. For more info call 404/945-4474.

ODY & 3-WHEEL EXTRAVAGANZA

Carnegie SVRA, Livermore, CA. E on 580, exit Greenville Rd., left on Tesla abt. 12 mi.; from I-5, exit 580 cutoff to Corral Hollow Rd., W 6 mi. Gates open 9 a.m., sign up to 10:30, race 11. CR Race Promotions. Info 415/489-3094 (Clark Rupp).

March 26-28

IKF 1982 SOUTHWESTERN SPRINT

Adams Kart Track, Riverside, CA. Info: SoCal Sprinters c/o Bill Plumlee 714/987-6146.

March 27-28

SPANAWAY KART SPRINT RACE

Mountain Highway Raceway, Spanaway, WA. Info: Puget Sound GoKart Assn. c/o Rex Hays 206/584-1578.

March 27

HILLS FERRY RACE KART SPEEDWAY

Hills Ferry Speedway, Newman, CA. I-5 to Newman exit, E to Hills Ferry Rd., left to track. All 2 & 4-stroke classes, 100% Pro p.b. Gates open 3:30 p.m., sign up 4-6, prac. 5-6, race 6:30. Entry \$16, Pros \$21. Hot-Line Promotions. Info 415/489-6625 (Ken Birchfield).

AATCC RACING

West Georgia Fairgrounds, Carrollton, GA. 45 mi. W of Atlanta. Four

3-wheeler classes, 1 Ody class, trophies. Prac. & registration 10 a.m.-1 p.m., race 1. Pre-entry \$8, post add \$2, non-memb. add \$2. Atlanta ATC Club. Info 404/945-4474, 832-2003 (Joel Reasons).

March 28

TEXAS 3-WHEELER TT

Mike Kidd Ranch, Boyd, TX. From Ft. Worth take Hwy. 199 N to FM 730 N, then to FM 2048 W & follow signs. Astrodome replica track. Gates open 10 a.m., prac. 11:30, race 1 p.m. Info 817/433-5559 (Mike Kidd).

AATCC SCRAMBLES

W. Georgia Fairgrounds, Carrollton, GA. 45 mi. W of Atlanta. 80/120/220/Open + Ody. trophies. Prac. & registration 10 a.m.-1 p.m., race 1. Pre-entry \$8 AATCC memb., post add \$2, non-memb. add \$2. Info 404/945-4474, 832-2003 (Joel Reasons).

April 3-4

IKF DIVISION FOUR & FIVE KART ROAD RACE

Oak Hill Raceway, Henderson, TX. Pts. race. Info: Big "D" Pacers c/o James Wester 214/278-8918.

April 3

SEATTLE KART ROAD RACE

Seattle Int'l. Raceway, Kent, WA. Info: Kent Enduro Assn. c/o Rex Hays

206/584-1578.

April 4

TREATY CITY M.C. ATC RACES

Greenville, OH. 3 1/2 mi. NW of town on St. Rt. 571. 110/200/Open, trophies. Prac. noon, race 1. Entry \$5/bike, gate \$1. Info 513/548-7197 (Steve Thompson).

MARVEN 3-WHEELER RACES

Marvern, OH. 2 1/2 mi. W of town off State Rt. 183/43. 70/125/200/250. Prac. 11:30 a.m., race 1 p.m. Info 216/823-3786.

ADRA DESERT LOOP

Sells, AZ. 110/125/175/205/240/Open, '82 pts., trophies, contingencies. Pre-entry \$17. Info 602/252-1900 (Tom Williams).

SILVERDOME SUPERCROSS ATC QUALIFIER

2829 19 Mi. Rd., Cedar Springs, MI. I-131 to 17 Mi. Rd., W to Algoma Rd., N to 19 Mi. Rd., E 1/2 mi. N of Grand Rapids. 110/125/200/Open, trophies. 1 of 3 AMA-sanc. qualifying events, 5 winners from ea. class/qualifier will race 4/25 Pontiac Silverdome Supercross. Reg. 10 a.m.-noon, race 1. Entry \$7. Great Lakes 3-Wheelers. Info 616/458-5467 (Shawmut Hills Sales).

April 10-11

IKF DIVISION SEVEN KART SPRINT

Solano County Fairgrounds, Vallejo, CA. Info: Kinsmen Kart Club c/o Jim

Tillotson 707/224-5359.

April 17-18

IKF DIVISION FOUR & FIVE KART ROAD RACE

Lake Afton, Goddard, KS. Pts. race. Info: Wichita Kart Racing Assn. c/o Lenny Walden 316/267-0742.

April 18

LAS VEGAS 400

Las Vegas, NV. 3-wheeler Pro class, 50% p.b. New course approx. 100 mi., 3-wheelers go 3 times. Finisher pins, entrant goodies. Tech & riders mtg. 4/17. Drawing 3/31, \$100 deposit req. Info & entries 702/457-0343 (Sportsman Cycle).

April 23-25

IKF 1982 WESTERN ROAD RACING SPRINGNATIONALS

Laguna Seca Raceway, Monterey, CA. Info: NCK c/o Rick Duste 415/892-1093.

April 24-25

WESTWOOD KART ROAD RACE

Westwood Racing Circuit, Coquitlam, British Columbia, Canada. Info: Westwood Karting Assn. c/o Luckie Kuosmanen 604/420-2131.

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COMING EVENTS

FREE Listing

Coming Events are a free service. Please type or legibly print all information asked for and mail the blank or a facsimile thereof to: ATV News, PO Box 1030, Long Beach, CA 90801. No phone calls, please; we can only accept items in writing. You may include an event flyer in addition to the Coming Events blank.

Event date: _____ Type: _____

Location/directions: _____

Sponsoring club/promoter/sanction: _____

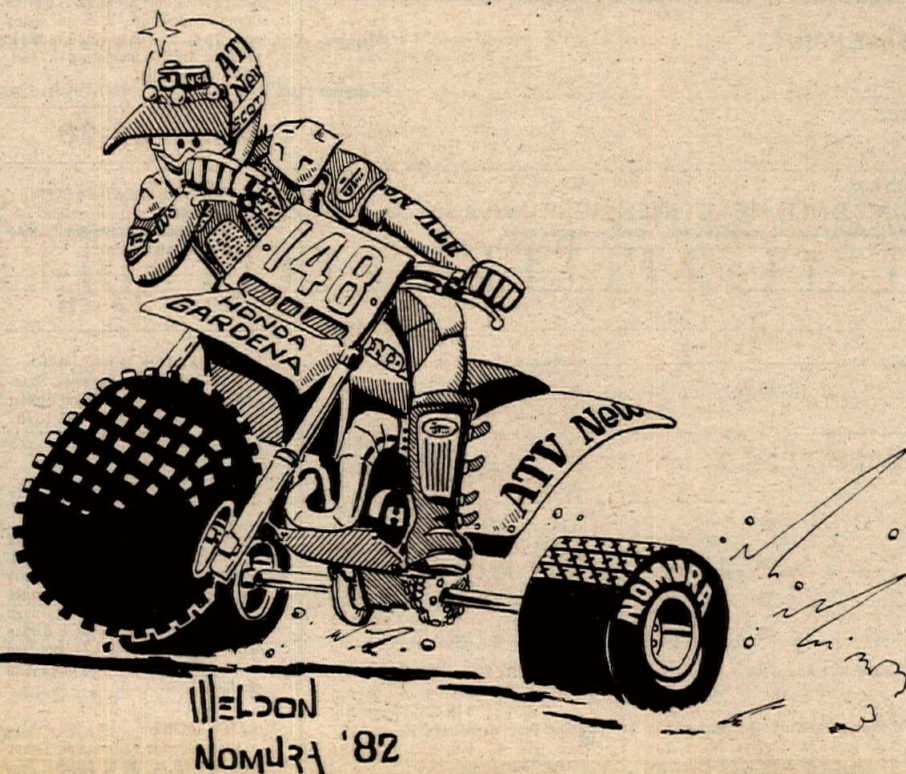
Classes/trophies/purse: _____

Additional info: _____

Gate/practice/race times: _____

Entry fees: _____

Your name: _____ Phone number for info (with area code): _____



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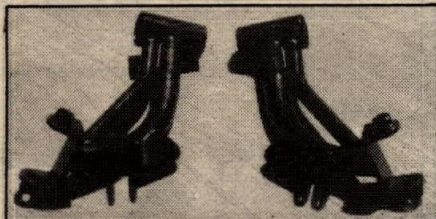
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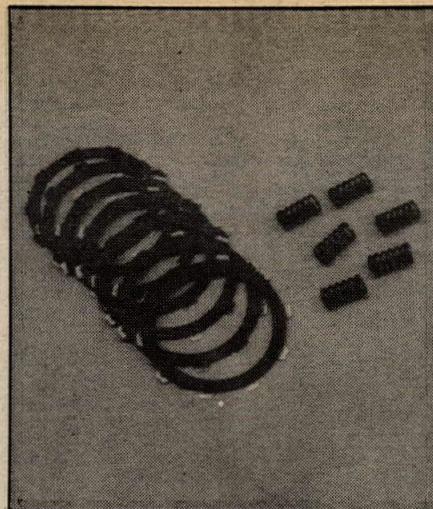
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NEW PRODUCTS



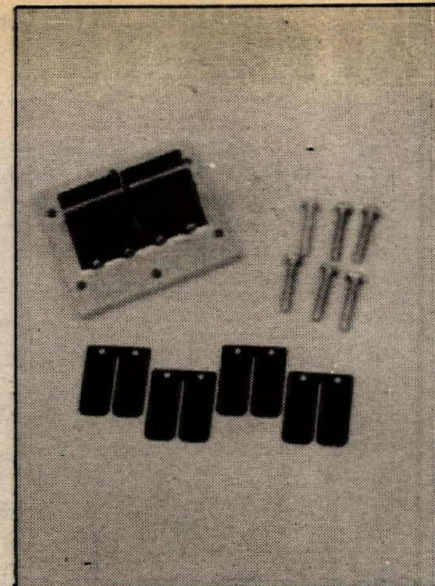
Hillside Honda Odyssey Arms

Hillside Honda has just released their new Odyssey arm. The arm is 12 ozs. lighter than stock and twice as strong. It will be available in stock width or five inches wider. Another feature of the Odyssey arm is that it eliminates gusseting, which adds weight which in turn makes suspension work harder. For more info contact Hillside Honda, Dept. ATV, 2544 East Hwy. 20, Nice, CA 95464 or call 707/274-5554.



Helm & Son clutch components

Helm & Son Cycle Performance Products has combined their heavy duty clutch springs (HS-041525) with Barnett clutch plates (HS-036000) to give you the hardest working ATC 250R clutch available. Able to withstand any of the high performance kits now on the market, these components will add reliability and all but eliminate "down time" due to an overworked clutch. For further information contact: Helm & Son Cycle Performance Products, Dept. ATV, 13 S. 36th Street, Phoenix, AZ 85034, 602/257-2123.



H & S eight petal reeds

Helm & Son Cycle Performance Products is currently marketing a high performance reed intake for the Honda 250R available with fiber reeds to produce a three plus horsepower gain. Requires slight intake modification to accept larger than stock reed size. (HS-058090). For further information contact: Helm & Son Cycle Performance Products, Dept. ATV, 13 S. 36th Street, Phoenix, AZ 85034, 602/257-2123. **ATV**

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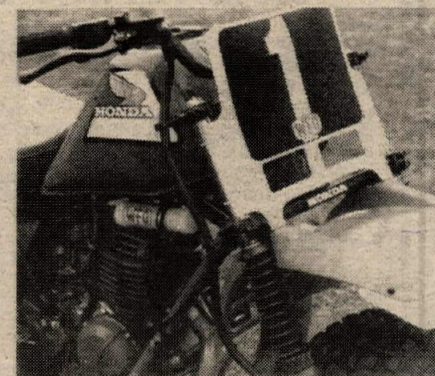
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21	22	23	24	25
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46	47	48	49	50
51	52	53	54	55

Area Code

Phone Number

ATV News cannot be responsible for illegible phone numbers.

AFTER THE VICTORIES

CMC Point Standings for 3-Wheelers after Carlsbad Feb. 7, 1982

70cc JR	
D. Davis	20
110	
S. Coe	20
C. Charlie	20
200 JR	
S. Gauley	20
B. Sanders	20
A. Pipes	20
D. Little	16
200 INT	
J. Neary	76
L. Orosco	20
S. Tally	16
200 EX STK	
S. Wright	20
G. Hatzfeld	16
200 EX MOD	
T. Gaian	72
C. Sparks	56
T. Hoy	39
M. Hart	38
C. Hatzfeld	11
L. Orosco	10
250 JR	
B. Briggs, Jr.	60
G. Elliott	59
J. Busick	43
M. Bogdanovich	37
R. Castro	31
B. Sanders	18
K. Callen	16
B. Bowser	14
K.L. Houmard	13
C. Hogan	13
M. Anderson	11
J. Briggs	10
R. Brill	9
J. Meyer	8
S. Calderon	8
T. Sanders	8
R. Davis	8
M. Miller	7
V. Henderson	6
D. Freeman	6
P. Davis	5
B. Roeben	3
250 INT	
G. Menefee	80
J. Koretoff	39
G. Ferrie	32
R. Lee	13
M. Tarter	11
F. Guillette	9
250 EX	
D. Sundahl	80
M. Weixeldorfer	48
R. Haase	43
S. Wright	37
G. Neary	35
M. Chester	29
E. Sanders	28
C. Sparks	23
W. Arnold	11
R. Selvy	11
L. Burgess	10
J. Nichols	10
M. Coe	7
R. Shedenhelm	6
F. Wing	5
D. Stewart	3

Snow Scrambles Square Deal Riders Binghamton, N.Y. Feb. 7, 1982

By Larry McBride

ATC SMALL	
Larry Sienko	Yam
Gary Sienko	Yam
ATC BIG	
David Sienko	Hon
Dan Thurnhee	Hon
Andy Sienko	Hon

Motocross Gilberts Moto-X Vance, AL Feb. 7, 1982

LADIES (3-WHEELERS)	
1. Marsha Rogers	
2. Kristy Gilbert	
3. Butch Bratton	
4. Glenda Bratton	
5. Wanda Walton	
MEN (3-WHEELERS)	
1. Mike Bratton	
2. Daryl Walton	
3. Rodney Braddock	
4. Tim Bratton	
5. Ricky Miller	

Motocross Razorback MX Valdosta, GA Jan. 24, 1982 By Gwen Millan

ATV	
Thebault Dutton	Hon
Jim Faircloth	Hon

Ice Race Saratoga Lake, NY Jan. 10, 1982 By Larry Dagostino

EVENT #4	
3-WHEELER	
Jim DeNooyer	Hon
Walter Taras	Hon
James Romeo	Hon
William Pennington	Hon
Ray VanGuilder	Mul

Short Track Physics Activity Club Murray, KY Jan. 16, 1982 By Bobby Lewis, Sr.

3-WHEELERS	
Micky Davis	
Scott Gebert	
Joe Torian	
Kelly Crayne	
Dan Dudenhofer	

Ice Race Electric City Riders Saratoga Lake, NY Jan. 24, 1982 By Larry Dagostino

ATC	
Jim DeNooyer	Hon
Timothy H. Newell	Hon
James Romeo	Hon
John Houck, Jr.	Hon
Randy Franklin	Hon
Richard Franklin	Hon
Walter J. Taras	Hon

Leisure Oaks Ice Races Plano, IL Jan. 31, 1982 By Jack Stueve

ATC 70-110	
Dan Rossi	Hon
Kevin Sauter	Hon
James Trumbauer	Hon
Steve Johnson	Hon
ATC 185-250	
Gary Simmons	Hon
Keith Collman	Hon
Mike Vogel	Hon
Rick Kusk	Hon
ODY	
Bill Hamilton	Hon
Dave Brierton	Hon
Gary Simmons	Hon
Bruce Olson	Hon

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ATV NEWS March 1982

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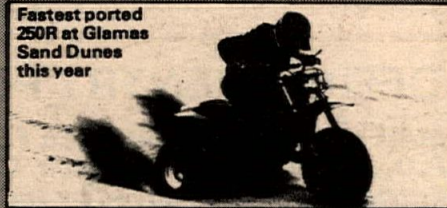
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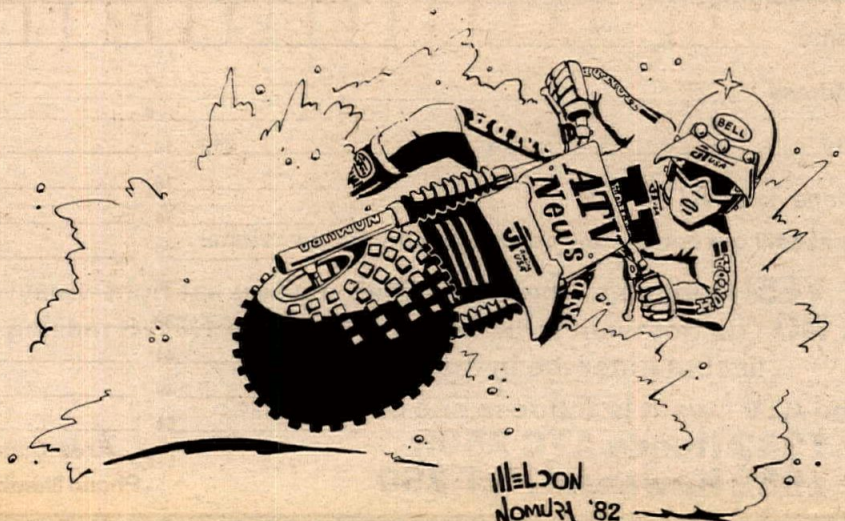
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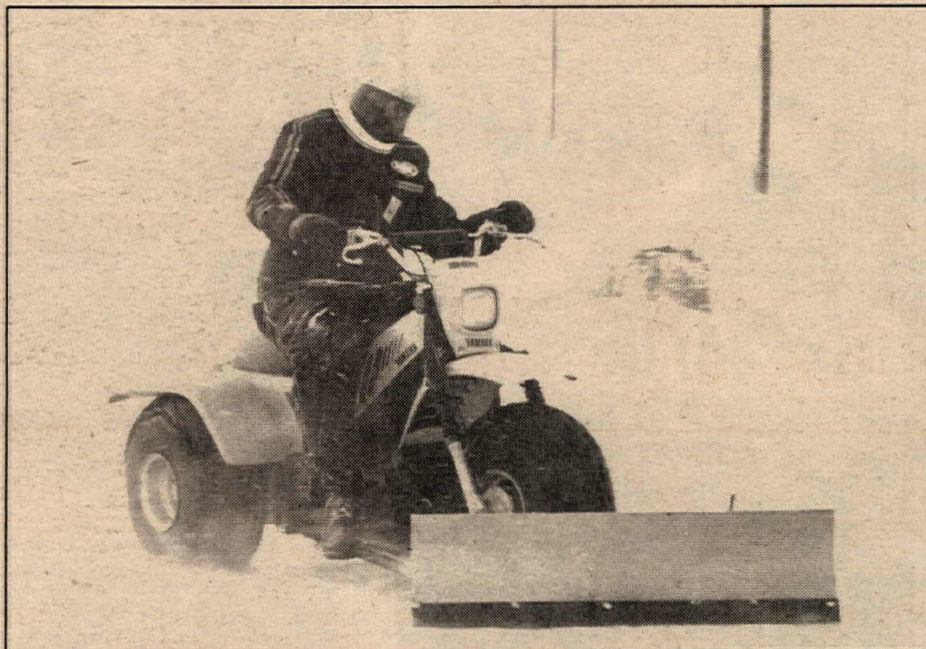
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ON THE COVER: Dean "Dyno" Sundahl, took complete control of the 250cc Expert class from start to finish inside the Seattle Kingdome. (Inset) Roger Stanley, aboard his Larry Wilkson Automotive Odyssey, kept the crowd on the edge of their seats as he battled with eventual overall winner Eddie Brown. Kingdome coverage starts on page 4. Photos by Lance Bryson.

All that's vital (and fit to print)



Four seconds off? That's right; at the recent AMA/Winston Pro Series TT Feb. 7 in the Houston Astrodome, Mark "Wax" Weixeldorfer lapped the track only four seconds slower than top qualifier Mike Kidd. American Honda, who was one of the many sponsors that weekend, brought out Wax and Mike Chester (who had just won the Parker 400 the previous day) for a halftime show. The two Team Honda riders took to the track in front of 22,000 spectators to demonstrate what three-wheelers are capable of doing. Both riders, who like high speeds anyway, proceeded to give the crowd a real show. In fact, Wax turned on the gas to fall only four seconds off of Honda's main man, Mike Kidd, who qualified at 29.559 seconds. Can you imagine if there had been a full blown race? You never know; that time may have come down quite a bit.



Now that's what I call lending a helping blade. This three-wheeler was used to sweep the track at the opening round of the Canadian Ice Racing Championship Series which was held at Val D'Or, Quebec, Canada, on January 31.

Pete Scalzo Promotions, out of Florida, is putting on a three-wheel and Odyssey quarter mile oval and stadium motocross event at the Volusia County Fairgrounds. All AMA classes will be run. What's so neat about this race is that it's only 30 miles from Daytona Speedway. That means after you race, you can slip down to take in all the happenings at Daytona. All this takes place March 4-5. No

membership is required; for more info call 305/752-1168.

In the last issue of *ATV News* we made mention of another big event coming to the Seattle area. Hold onto your cape, Batman, the Coyote revenge is coming March 12-14 at the Thurston/Grays Harbor ORV Park. Sponsoring this incredible event will be American Honda, Hillside Honda, Larry Wilken Challenger Products,

Hi-Point Racing, Hinshaw Honda, Total Tuning and Country Honda. How's that for a line-up? There will also be a Pro purse for all classes except Youth and Powder Puff. The 12th will be registration at race headquarters at the Westwater Inn in Olympia (which is only 14 miles from the track). Six hours of films will be shown such as: the Riverside race, Baja 1000, Odyssey racing, short track events plus GP events. One thing about this race, when the Coyote puts an event on you can bet it will be first class. For more info call 206/426-8090.

For you track operators out there, whether you're in the east or west and want a "complete" ATV rule book, call Doug Richards at 206/426-8090. This man has been involved in the industry for many years and has flat got the best program together.

In our Jan. issue's coverage of the Golden State Kickoff, I made mention of Marty Hart's (3-B Lightning) frame breaking. It was a stock Tri-Moto 175 that broke and not a 3-B frame as some people seem to think.

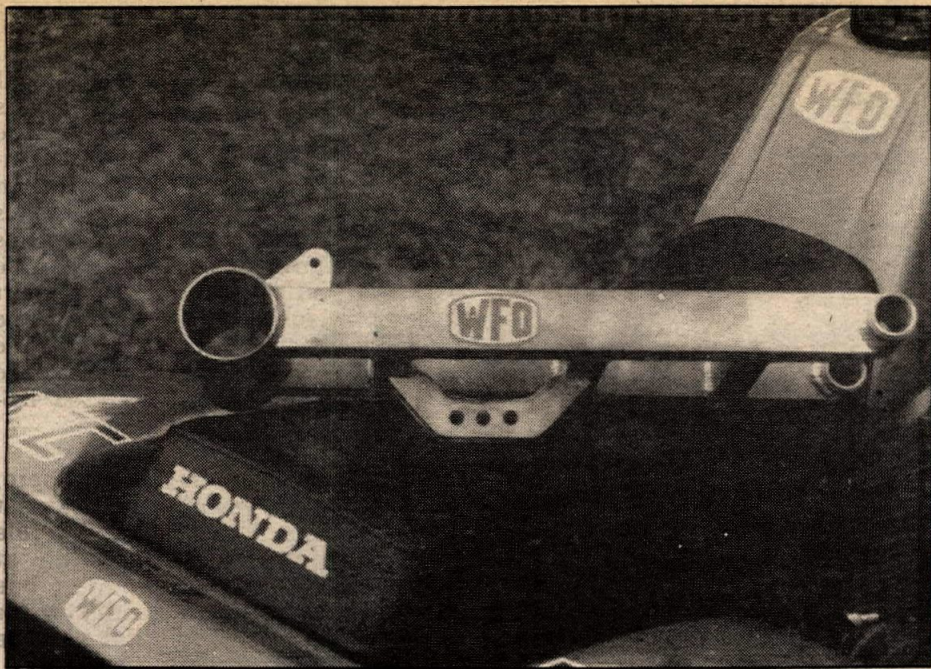
This year the Aztalan Cycle Club is sponsoring two ATV races, in conjunction with their flat track races the July 18 and August 21. This will be a first for their track and hopefully they can expand their two events into a monthly event in the future.

It's coming, the fifth annual SCORE Off-Road Equipment Show, including both a trade manufacturer exposition and consumer show for leading manufacturers of racing and recreational off-road vehicle components for pickups, four-wheel drives, vans, dune buggies and even ATVs. Plus much much more. The dates are April 15-18 at the South Hall of the Anaheim (CA) Convention Center. It should be quite a show, some 550 booths will be on hand to display their goods. For more info you can call SCORE at 213/768-2914.

The world's first ATV school! Russ Darnell, since switching to Honda backing, has now put together the first ATV school. It will take place at Arroyo Cycle Park in San Bernardino, CA, March 7. All enthusiasts and racers are welcome. There is however, a limited entry so call today. The charge for the day is \$30. For more info call 714/980-3212.

Coyote Racing and Murrell Enterprises are in the planning stages of putting together some sort of two day national ATV event at the Santa Clara County fairgrounds in San Jose, CA. Although a date has not yet been set, there will be big money involved; probably the biggest ATV purse ever offered. If the location sounds familiar, it's where they hold the famous San Jose Mile. The ATV course will be a flat track, TT style. Stay tuned to *ATV News* for further updates.

A fifth major manufacturer has almost released their three-wheeler. Well, almost anyway. Right now, Suzuki is showing off their new three-wheelers to their dealers around the country. Suzuki has come out with a 125cc four-stroke, a ALT 50cc with a JR5 motor for the little guys and some kind of four-wheeler. It's not like an Odyssey though. Chip Hennen, Suzuki's Press Relations Manager, said, "It's a three-wheeler with a fourth wheel up front — I really



New from WFO is this swingarm for the Honda ATC250R. Four inches longer than stock, it improves the handling and smoothes out the whoops. The chromoly arm is lighter than stock (as light as aluminum), has three shock mounting positions and uses all stock hardware. The Parker 400-tested unit retails for \$199.95 and chain tensioners go for \$21.95.

can't say, I haven't seen it yet. Asked if Suzuki had a 250cc three-wheeler with a PE250 motor in the works as rumored, he claimed, "not that I know of, I haven't heard anything about that!" Whatever Suzuki is coming out with, we're all glad to have them in the ATV market.

With the three-wheel and Odyssey racing starting to get into full swing, Carlsbad Raceway has put together a complete ATV program starting March 21. Carlsbad will run the first and third Sunday of each month. Races will be run on the ABC *Wide World of Sports* Superbikers dirt track. Entry fee for AMA card holders is \$9, non-AMA riders \$11. There will also be no Pro entries at this time. This is what SoCal has been waiting for, a regular racing program. For more info on the Carlsbad racing scene, call 714/749-8597.

Team Honda's Winston Pro Series number one plate holder Mike Kidd is now in the promoting business. Kidd will be putting on motorcycle and three-wheel races in Boyd, TX, on a quarter mile oval with a TT section in the infield. "The track is identical to the one in the Houston Astrodome. I've put \$10,000 into it and it looks beautiful," commented Kidd. Kidd's three-wheel program will run only on the TT course.

Ultimate Products, located in Glendora, CA, is coming out with a full line of three-wheel riding apparel. The line will not be a takeoff of motocross clothing but will have its own style. With prices so high in motocross accessories, the three-wheel line will be much more conservative. Ultimate Products is also coming out with a line for women. For more info on this new line of three-wheel products, Ultimate Products can be reached at P.O. Box 1601 Glendora, CA, 91740 or call 213/963-0669.

The long awaited Husqvarna CR Tri-Cross 250 is coming to **ATV News** pages. In our April issue, we will have a run-down on the new little beater — what makes it tick, what it's like, the handling and whatever else we can get out of the Husky people. So far we have found out that the first 500 will be made by an outside source here in the States, but with the excitement the Tri-Cross has caused here and abroad, Husky just may be ready to make their own.

DeAnza Cycle Park in Sunnymead, CA, is adding three-wheel and Odyssey racing to their every Saturday racing program starting February 27. There will be 30-min. motos, with membership not required. Gates open at 7 a.m. with practice at 8:30; racing starts at 9:30. For more info call 714/653-8068, 653-5840 or 653-7979.

The AMA Amateur National Supercross Championship Series has been made official and will include three-wheeler classes. Nine stadium events will run in '82, with the top five riders in each three-wheel class at each event qualifying for the San Diego (CA) Supercross finale in November where champions in each class will be crowned.

Las Vegas 400 update: The race date for the Las Vegas 400 is April 18, not May 18 as previously announced. They made an error on their calendar. American Honda has made a commitment to bring its three-wheel team to the race. They are currently putting together their race program. The program is done in magazine format, with color covers, numerous photos, contingency lists and maps. If you know anyone interested in offering contingencies for the three-wheeled effort, they would appreciate it if you steered them toward them. One final note. The Nevada desert is very challenging. They think it might be unrealistic to ask the three-wheelers to run the complete 400 miles. More likely, they will be required to run only three loops. For more info call 702/457-0343.

Pace Management presents the Southwest three-wheel and Odyssey Challenge. After such high reviews from the Seattle Kingdome, the three-wheelers and Odysseys will be once again part of the supercross program only this time March 19-20 in the Houston Astrodome. Three-wheelers will run following the Friday night National with Odysseys running Saturday night. Rider and driver selection will be made by Doug Richards of Coyote Racing. For more info on this event contact the Coyote at 206/426-8090.

In our February issue we mentioned that Dirt Werks had changed to J&R Racing under the direction of Dick DeRosa. However, the phone number we gave was incorrect; the new number is 916/454-5311. **ATV**

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(Top to bottom) Curtis Sparks (43) took the gold while Mickey Dunlap (9) placed second in 200cc action. Hillside Honda's Eddie Brown topped Super Modified. Allan Tod (138) takes it high. Jim Huff (23) leads Super Stock.



Three and four-wheelers double up on the Kingdome

By Lance Bryson
Seattle, WA, FEB. 13-14

Some 35,000 fans witnessed the three-wheel and Odyssey attacks of "Dyno" Dean Sundahl, Curtis Sparks, Eddie Brown, Paul Breunig and Mike Hawkings at the Seattle

Kingdome Supercross.

Finally the ATVs were not just a halftime show, but a full-blown, get down, no holds-barred show. The program went something like this: The AMA Wrangler® Supercross series race Saturday at 8:00 p.m., which attracted 30,974 people (some 20,000 stayed) and ended by 11 p.m. Just before the Main event got underway announcer Larry Huffman informed the crowd not to leave their seats, three-wheelers were coming their way. To say the least nobody knew what to expect. When the 21 qualifiers for the 'Dome were brought out, even the motocross guys were awe-struck. By the end of the main, the three-wheelers were primed and ready. Huffman, the number one announcer in the world, kept the crowd setting at the edge of their seats waiting for the start.

Tonight, however, just the three-wheelers were racing; the Odysseys would run on Sunday.

The three-wheelers lined up in two rows, 250s in the front, 200s in the back. As the green flag was dropped, Sundahl jumped out in front followed by Mark "Wax" Weixeldorfer, Alan Todd, Mike Chester and Kelly Johnson. The crowd roared with excitement, they loved it. 30 seconds later the 200s were let go. Sparks took the lead at the drop of the flag with Scott Lium, Micky Dunlap, Derek Dahl and Stephen Cleveland following in hot pursuit. Since this event was part of the Yamaha Gold Cup series, 3-B Lightning Yamaha-mountd Steve Wright had the most pressure on him to do well. He had gotten a bad start, and began making his move to the front of the pack. Sundahl at this time was stretching



The Stock Odyssey proved to be a real crowd pleaser with stunts like this.

out his lead. The course gave the three-wheelers a tough time, due to the fact it was the same course the motocrossers used. Wax held a strong second with Chester moving into third. Todd held fourth unchallenged. Sparks wasted no time picking his way through traffic and caught up to the 250cc class. By lap seven, Sparks had moved to fifth in the 250cc class and was coming up on Todd. Dunlap was also picking his way up to the 250cc class. Dunlap was having a little trouble in the beginning but began to get accustomed to his borrowed machine.

The riders were putting on one heckuva show and the crowd loved every minute of it. With two laps left, Sparks made his move past Todd and set his sights on Chester. Spark's little four-stroke could be heard around the 'Dome as it was spurred on after Chester. As the checkered flag came out, it was Sundahl all alone and taking the win with Wax finishing a distant second, Chester finished just inches ahead of Sparks. Todd held onto fifth with Brehm sixth, Micky Dunlap hung in there to take a strong second in the 200cc class with Dahl nipping at his tires for third.

"The track was a lot slower than Anaheim — I kept hearing a motor behind me so I kept the gas on and I came to find out later it was coming from the bikes on the other part of the track," Sundahl reflected later.

"The Dirt was a lot thicker than, say, Anaheim: it seemed to hold the bike down. My right rear kept feeling like it was going to come off, I don't know why, I could never put my finger on it. The jumps were really great, in fact, the whole thing was really great," commented Wax.

Sparks noted later, "The ground was a little spongy — it gave too much. I felt I was having trouble with my rearend but came to find out it was just the dirt." Dunlap said, "The track was not as tough as I thought it would be. I had trouble at first due to the fact it was not my bike. I had been building one for this race but didn't get it done in time. I thought the whole program was great, all those people in the stands — it was neat."

Sunday the same program applied, first the motocross, then the Odysseys, only this time, the race started much earlier, like 5 p.m. Three divisions of Odysseys would be run; Modified, Super Stock and Stock. Larry Huffman again really played up this event, in fact, 20,000 spectators sat in awe waiting for the flag to drop. The course this time had to be changed after the motorcycles finished. Ruts played a big part as smoothing out the track was necessary.

As the first wave took off, it was Hillside Honda's Eddie Brown getting

out first followed by Roger Stanley and Ted Winkler, also of Hillside Honda. As the Super Stock class took off, Paul Breunig of Hillside Honda slid into turn one first ahead of Wayne Gilmore, Sonny Mark and Dennis Delong. Next came the Stock class 30 seconds later, with Mike Hawkings proceeding to take the first turn lead ahead of Bryan Fjyolek, Randy Clark and Ronald Scollard.

By lap three of the 10-lap race everyone had bunched together, the crowd was on its feet going crazy, and the drivers were not letting up a lick, bouncing all over the track. Stanley moved up to challenge Brown and the crowd was impressed, urging Stanley on. At the halfway mark Stanley passed Brown, and you would have thought the Seattle Seahawks had just won the Superbowl by the reaction of the stands.

These two fought back and forth, with Stanley still retaining the lead. Brown was a mad man and there was no slowing him down as he kept his fingers in it to clear a section of whoops and pass Stanley, it was insane!

Out of the 18 drivers, seven had already had problems of some sort, mainly getting on their heads, which happened more times than not. Ted Winkler did a complete 360 degree flip and landed on his wheels.

At the checkered flag it was Brown first over a tired Stanley, as the other four failed to make it to the end in the Modified class. In the Super Stock class, Paul Breunig brought home the gold followed by Gilmore, Mark and Delong. In the crazy man Stock class Mike Hawkings nailed down top honors followed by a hard charging Bryan Fjyolek, with Clark and Scollard third and fourth.

"I really hope the crowd loved it 'cause I really worked my tail off in that one," Brown commented. A very tired Breunig said, "I never worked so hard; that was one tough track, but it was worth every minute."

Doug Richards, the man behind the whole program, did what no other promoter has done before and pulled off the most impressive race indoors with a captive audience that completely went out of their minds. Also, a big thanks goes to Pace Management for allowing this program to take place. We hope to see more of it from them. *ATV*

Results

THREE WHEELERS

250cc: 1. Dean Sundahl (Hon); 2. Mark Weixeldorfer (Hon); 3. Michael Chester (Hon); 4. Alan Todd (Hon).

200cc: 1. Curtis Sparks (Hon); 2. Mickey Dunlap (Hon); 3. Derek Dahl (Hon); 4. Stephen Cleveland (Hon).

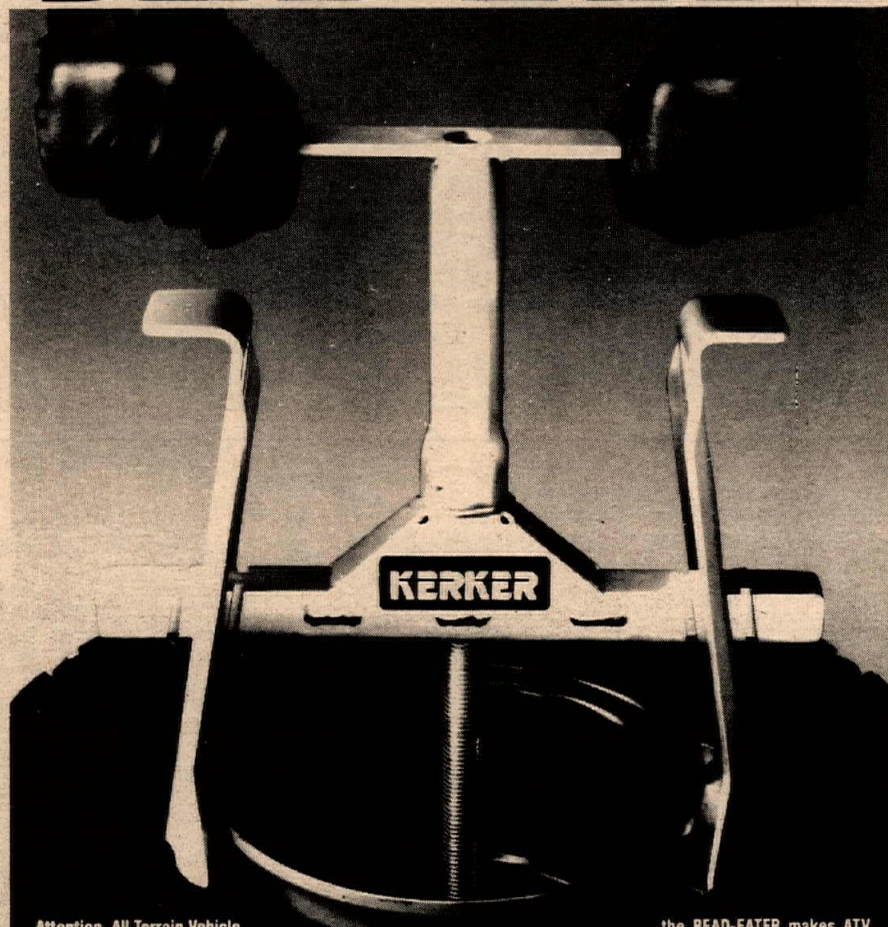
ODYSSEYS

MODIFIED: 1. Eddie Brown (Hon); 2. Roger Stanley (Hon).

SUPER STOCK: 1. Paul Breunig (Hon); 2. Wayne Gilmore (Hon); 3. Sonny Mark (Hon); 4. Dennis Delong (Hon).

STOCK: 1. Mike Hawkings (Hon); 2. Bryan Fjyolek (Hon); 3. Randy Clark (Hon); 4. Ronald Scollard (Hon).

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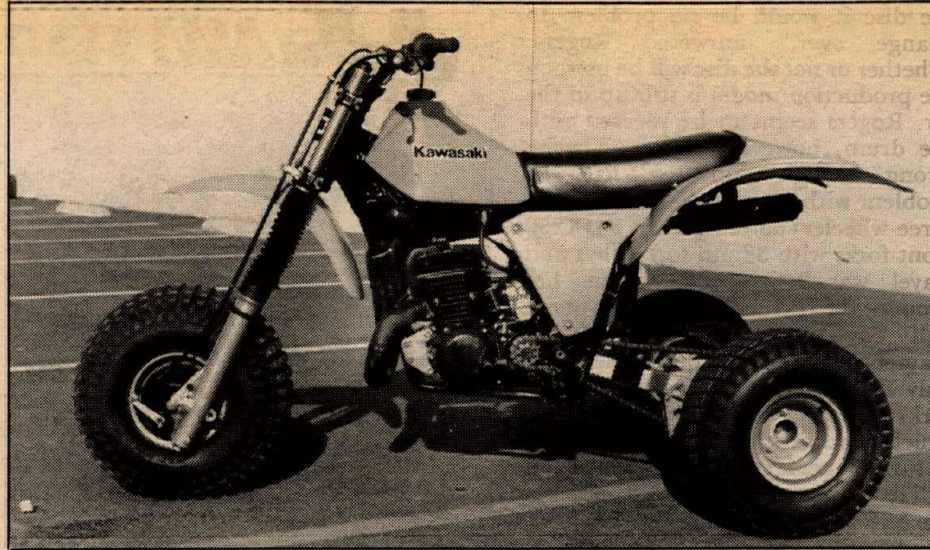
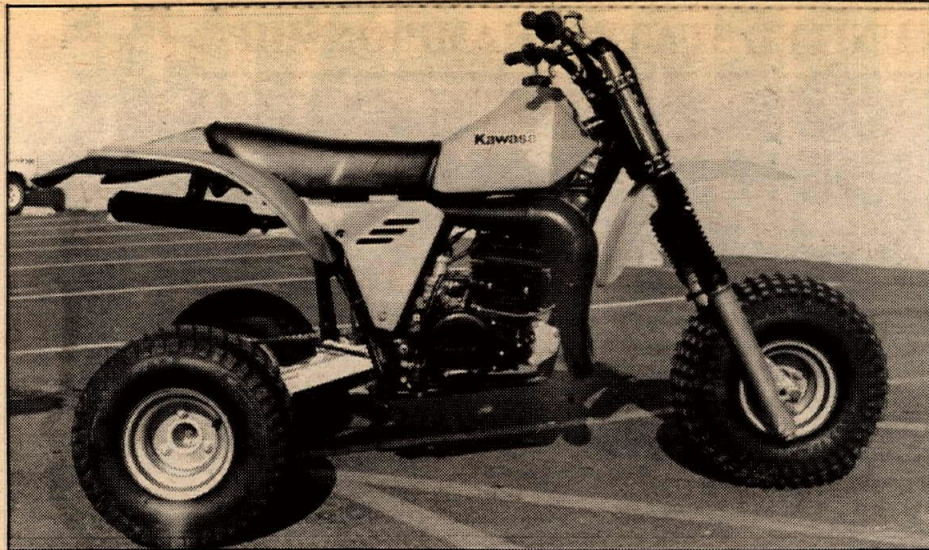
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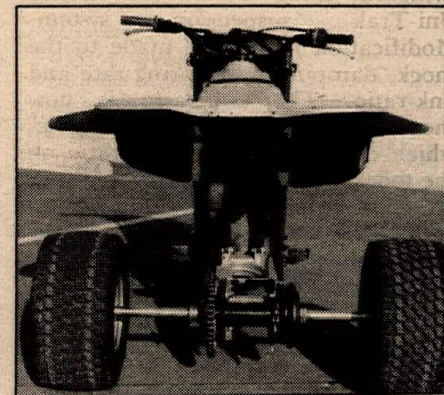
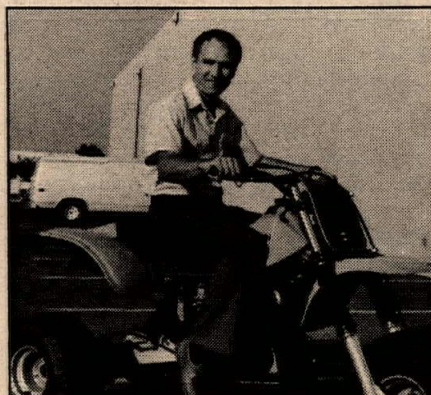
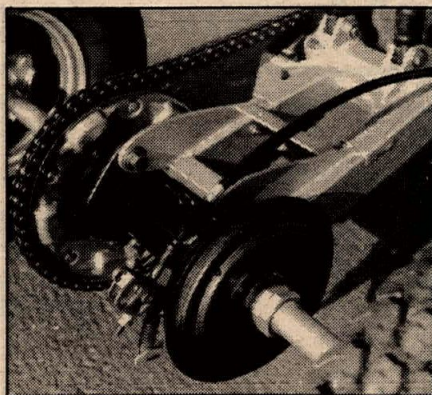
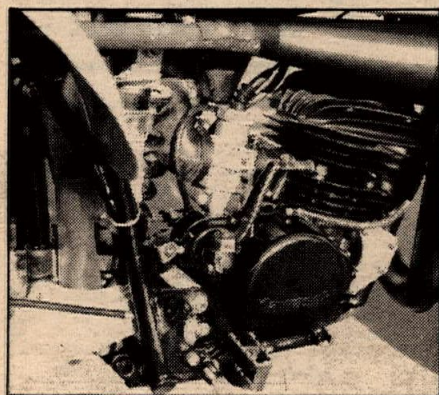
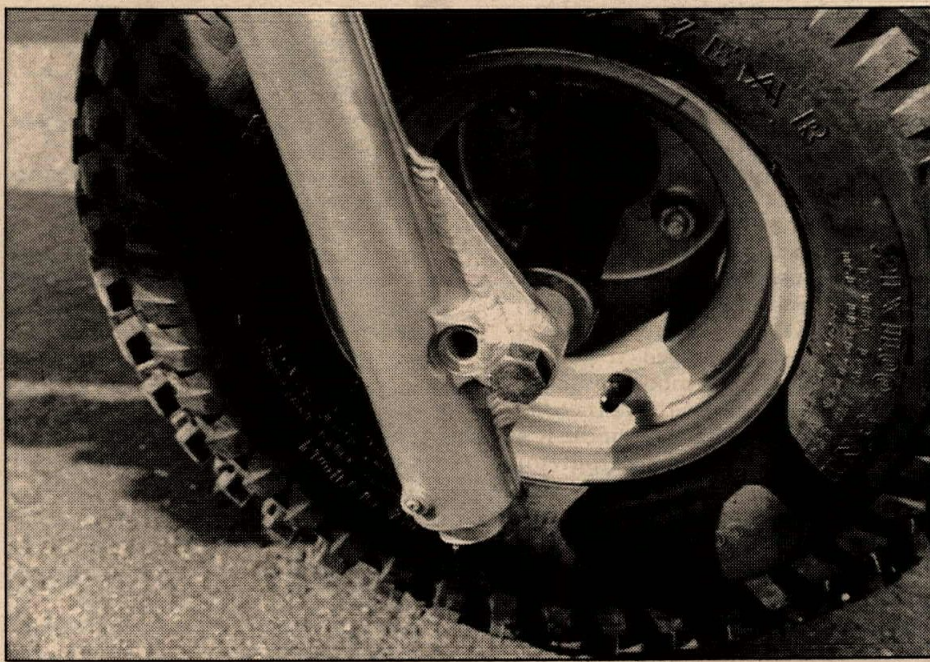
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(Clockwise from top left) Kawasaki KXT had born racer written all over it. Drum brake takes care of the stopping problems. Location of axle was changed to make steering easier. Rear end sports eight and a half inches of travel. Rogers and his new love — the KXT. Rogers started from ground zero on his swingarm, but the results were well worth the wait. The horsepower comes from a KX top end and a KDX lower end with a 36mm Mikuni. The final product — second place at San Diego Stadium.



Kawasaki: Racing toward '83

By Lance Bryson

In late '81 the three-wheel market seemed to surge ahead with the introduction of Honda's ATC 250R and Yamaha's 175 Tri-Moto. Rumor had it that Husqvarna might be working on a three-wheeler along with Kawasaki, and that even Suzuki might get involved.

On Aug. 9, 1981, at the Bridgestone/SCORE Off-Road World Cham-

pionship at Riverside, CA, Kawasaki showed up, to everyone's amazement, with a 250cc two-stroke. Lee Rogers, Research and Development Test Supervisor for Kawasaki, was and is the man behind Kawasaki's endeavor. "It was almost a year ago — I was in the shop working when all of a sudden I got this idea to build a 250cc two-stroke, go-for-it racer," reflects Rogers. "Nobody in the Kawasaki plant knew what I was up to, nor did I want anybody to know. I wanted to wait until everything was right, or at least almost everything was right. When it came time to show my boss what I had come up with I don't think he knew really what to say. He had no idea. It completely caught him off guard."

On Nov. 15, 1981, Rogers showed up in San Diego to ride the first CRC Three-Wheel Supercross program, putting in an impressive ride to finish second overall. "The coverage I received in *ATV News* flooded Kawasaki's switchboards. I'd say at least 90% of Kawasaki's employees had no

idea what was going on, but the paper really opened their eyes," Rogers relates. Asked how Kawasaki feels about his efforts today, Rogers said, "You are here getting an exclusive rundown aren't you? In fact, I was rather surprised they let us get together. Even though this is a prototype, it's exciting to know they're going full steam ahead."

One look at the KDX gives you a sense of height. Roger's first prototype (this is now his third) sported 10 inches of travel front and rear. Rogers has now brought the travel down to eight and one half front and rear.

Up front Rogers elected to go with a drum brake instead of disc. It's hand built but uses the same size brake as the KDX and the motocrossers use. The reason for the drum? "It was easier to make the hub and everything to accept the drum brake than it was for a disc. The swept area is bigger than most disc brakes on the market. With the new motocrossers now using

the disc it would be no problem to change over," answered Rogers. Whether or not the disc will be used on the production model is still up in the air. Rogers seems to be pleased with the drum, however, saying "They're strong enough and I've had no problem with them fading." The first three-wheeler sported a set of KDX250 front forks with 38mm fork tubes and travel was 10 inches. Rogers has brought the travel down to eight and a half but retains the 38mm tube diameter and air adjustment. The only thing that was changed on the forks was the location of the axle which changed the trail factor, which in turn makes it easier to turn.

The frame is a KX125 chassis, but the bottom part of the frame has been changed to accept a 250cc engine. "The first frame I tried was a 250 frame with a 125cc engine, but I didn't have enough power, so on my second bike I put a 250cc motor into the 250 frame. Well, that didn't seem to handle as well as I liked, so I put a 250cc motor into a 125 frame. Now everything handles just right. It seemed to be a good compromise, plus with the trail factor changed on the front end, I haven't changed anything else on the chassis," explains Rogers. Rogers also noted that he did experiment with different head angles, like raising the fork tubes up and down, but other than that, the chassis was left alone.

The engine, as it sits right now, has a KX top end with a KDX lower end. What's nice is that the KDX has a six speed transmission. The flexibility of the gears is what prompted Rogers to go with the KDX lower end. The first time the bike was raced it had a standard KDX engine model in it, but Rogers quickly realized that it needed more horsepower. That's when the KX top end was put on. The carburetor put on a standard KDX is a 36mm, but with the KX top end a 38mm is used.

The hardest part of the machine to build was the rear suspension. The main problem was devising a way to attach an axle to an existing motorcycle swingarm using a standard KX125 Uni-Trak suspension system. Modification had to be made to the shock, damping rate, spring-rate and link-ratio. The swingarm is now shorter than it is on a motorcycle, which changed the leverage ratio on the shock. An '81 KX125 model shock is used to cushion the rear, and a softer spring is used due to the fact the swingarm is shorter. "The swingarm was my design, that is what enabled me to build this machine. Overcoming the problem of attaching an axle to a motorcycle swingarm, that was the toughest problem to solve. Other than that, the machine went together quite well," commented Rogers.

The triple clamps were welded together out of old spare clamps they had laying around. The width was determined by standard three-wheel tire. The offset axle came together after a lot of trial and error.

The rear end sports a drum brake, reason being convenience. A complete Honda axle, drum brake and spacers were used to get this machine up and running. Of course the production models will use all Kawasaki goodies. "The rear brake is its weakest point. It's not strong enough for this type of application, weight, speed and power" comments Rogers.

As the bike sits right now, it seems to have the potential of being a winner. As of this writing, nothing has been planned yet as to when production will start; however, plans for release are due sometime this fall. Much is promised from Kawasaki in '83 and with the starting of the KXT (the model's given name) they seem to be on the right foot.

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7



(Above) Curtis Sparks was second on the California side but finished first and first overall on the Arizona side. (Below) Thunder Alley pit stop.



(Above) Team Shrew had a few problems at Thunder Alley; Matt Sweeney looks on. (Below) Tracey Dickson hooked up and flew to a third overall.



Chester/Sparks defy the cold, whoops and pressures

By Lance Bryson

PARKER, AZ, FEB. 6

Team Honda's Mike Chester and Curtis Sparks wicked their ATC Performance Factory-tuned Honda 250R into the cheering finish line to place first overall Class 33 three-wheeler, with

a time of 5:13:46:35 in the SCORE/Pernod Parker 400.

The Parker, however, did not make things easy on the 13 three-wheeler entrants. Second overall went to team 3-Wheeling Magazine's Harry McDermott, Tracey Dickson and Mike Coe, with a time of 5:19:18.40.

By 6:30 a.m. the moment of truth was about to come. The temperature ranged from 32 degrees to 25 degrees with the bone-chilling wind factor. The three-wheelers sat idle — nervous yet anxious, anticipating the start. Nothing was really said. It was as if some type of emotion had taken them over, some form of bondage between them. Rumors had been floating around that some of the Class 1 cars had let it be known that they did not like the three-wheelers and were out to get them. Jealousy entered into the picture. Something to the effect that these toys were taking away some of their glory. Plus, the three-wheelers were moved from the last starting position to the second, right behind the bikes. Safety falls in this category, as they end up passing them anyway.

First off the line was the Class 43 three-wheeler, of which there was only one. Dean Sundahl and Mark "Wax" Weixildorfer were aboard Team Honda's 350R. The rest followed suit in 30 second intervals on 250Rs — Class 33.

Thunder Alley was the 53-mile mark where some of the trading off of partners would take place. Sundahl pulled in at 8:00 a.m. with Sparks two minutes behind. This was not bad, considering Sparks didn't start until 6:48, almost three minutes behind. Sundahl turned his bike over to Wax while Sparks turned his over to Chester. Dickson came through but didn't change. Dickson, however, was eight minutes behind, followed by Tom Gildea, who turned it over to Wes Arnold, who was six minutes behind Dickson.

As the front-runners were on the gas, Dickson was having his share of problems. First his shock started going, which hurt his back, then the ATC seized twice only four miles out. "After it seized it was locked so I rolled it back and forth until it broke loose, then went for it," Dickson commented. Bob Briggs got off hard, breaking his arm and shoulder. His co-rider, Dan Chittender, took over and finished fifth on the California side.

Wax finished the rest of the 110-mile California loop, coming in at 9:43:36. Chester was not far behind, coming in at 9:46:17, with Mike Coe, who took over for Dickson at check two,

following in at 9:55:50, and Arnold at 10:00:32. Matt Sweeney of Team Shrew nailed down fifth 250 at 10:18:55.

Down time was one hour from the time you clocked in at the finish. This gave you just enough time to load up, travel 27 miles to the Arizona side, check your three-wheeler out and have at it again. But this time the course was 85 miles long. While everyone else went two loops back to back, the three-wheelers only went one loop.

Sundahl, who elected to run the Arizona side all alone, took off like a bolt of lightning, followed by Sparks three minutes later. Sparks ran into trouble right away. "I think I was only about a mile out when I came to the big four whoop section — I cleared the first two. After that, the party was over. Next thing I knew, somebody was helping me up. I really thought I bought the farm. You talk about being dingy, man, I didn't know if I was coming, going, or already been there. I got on my bike and flat went for it. I wanted to catch Sundahl. All of a sudden I pulled into this big pit area. As it turned out, I was back at the start," Sparks reflected.

There was another problem, Sparks had a flat. By the time it was fixed and he was back on the course, Coe was 15 seconds behind. Sparks turned it over to Chester at the control monitor check, which was 33 miles out. Coe, on the other hand, didn't switch riders until checkpoint two, then handed it over to McDermott. "McDermott got out of checkpoint two ahead of me. Things started to fall together after that. It took me about four miles to get by McDermott. Man, that was fun," Chester commented after crossing the finish line.

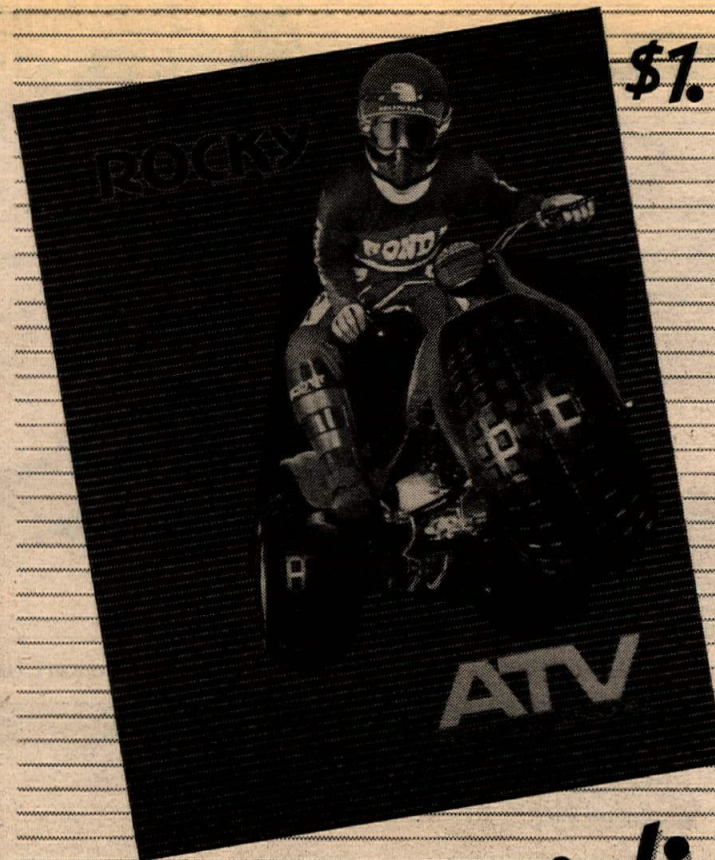
What about Sundahl? Well, that was a good question. "You mean nobody got the message? Sundahl holed a piston about a mile before checkpoint two. He must still be out there," Chester said.

McDermott pulled into the finish line six minutes after Chester, for a total time of 5:19:18. Third went to the team of Wes Arnold and Tom Gildea, for a time of 5:23:31.

"I couldn't believe it. The bike was running so good, then ... nothing. It must have been at least 45 minutes before the next three-wheeler came by," Sundahl commented later. *ATV*

Results

1. Mike Chester/Curtis Sparks, (Hon) 5:13:46.
2. Harry McDermott/Tracey Dickson/ Mike Coe, (Hon) 5:19:18.
3. Wes Arnold/Tom Gildea, (Hon) 5:23:31.
4. Matt Sweeney/Mike Bisetti, (Hon) 5:46:03.
5. Bob Briggs/Den Wilmet/John Briggs, (Hon) 6:00:29.
6. Jerry Brethany/ Rick MacLean, (Hon) 7:14:43.



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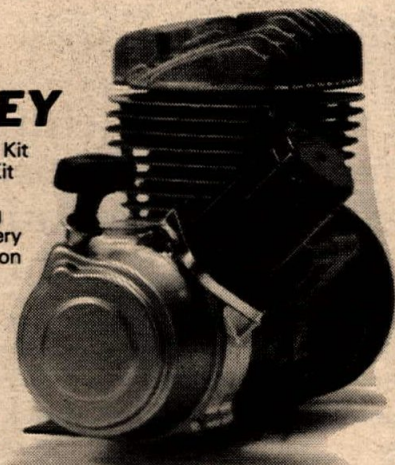
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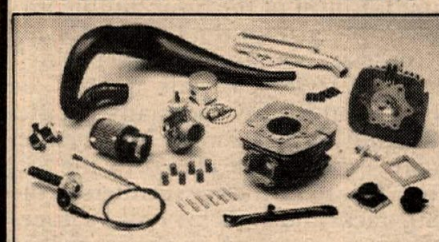
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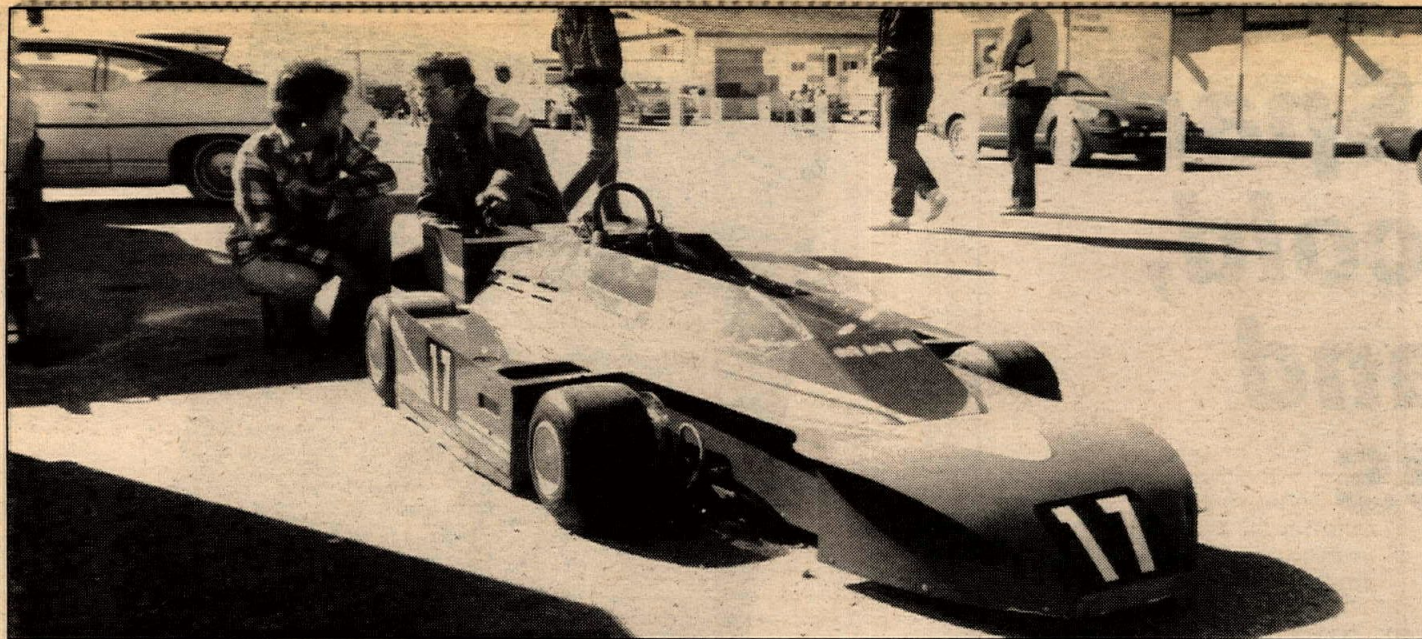


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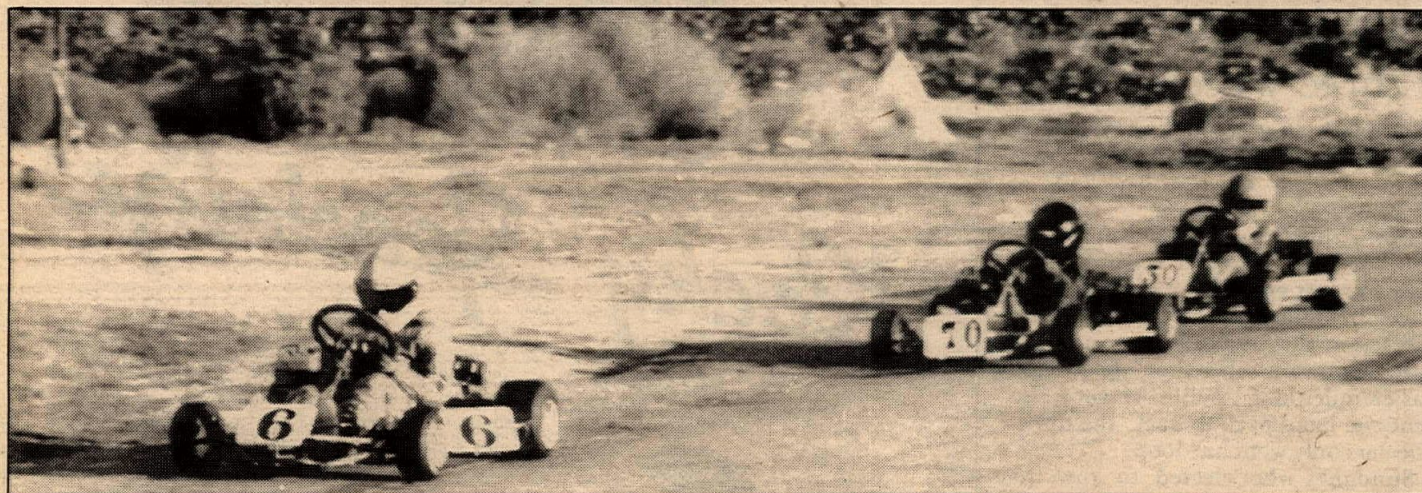
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(Above) How would you like to climb into this 150mph enduro kart. (Below) Sprint kart action at Adams Raceway.



Hooper beamed in at Riverside kart enduro

By Rob Frazier

RIVERSIDE, CA, JAN. 23-24

A total of 282 entries smoked around the 2.6-mile asphalt road course at the beautiful Riverside International Raceway in the season-opener enduro hosted by the South-

ern California Karters. Practice put everything from single Yamis to the big and fast 300cc Open shifters on the track together, and it was something to behold.

The first race on Saturday ran Stock Appearing Light, Junior Super Stock and Piston Valve Heavy together, a total of 61 karts. Peter Muller started dead last but wasted no time, leading the pack by the end of the first lap. Muller continued to sail until his engine puked about 40 minutes into the race. Kel McIntee, Brent Smith and Steve Derksen got through scoring first in their respective classes.

The second hour put 200cc Stock, 150cc Open and Open Heavy out together. In 200cc Stock, the GPX class, which also runs at the Long Beach Grand Prix, is growing rapidly, and 26 karts started in this good looking class. Don McDavitt led for most of the time, but the racing was draft city for the first five finishers. In 150cc Open, John Hooper "beamed in" aboard his Starship and Jerry

Hattox banzaied to first in Open Heavy.

Beginning racers get into enduro racing through a closely watched driver training program. They must race twice in Novice class, then may move up if okayed by the instructor. This class runs by itself, and 34 "new guys" started at this event. How's your Novice working? Julie Kuntze said that these guys are some of the safest drivers going. They also love it! Garry Elmendorf especially loved it, as he sailed through scoring in first place. The 31 sprint karts started on the long track with Mike Hood leading for most of the hour, but he was black-flagged on the last lap for his "undesirable and unacceptable" driving style. Officials decided he had bumped way too many people. Racing is supposed to be a gentleman's sport. SCK also runs the Sit-Up class to introduce sprinters to the big tracks and higher speeds, in hopes that they may want to buy an enduro chassis. The philosophy lets you approach it any way you want to. Congratulations, Chris Nixon, you're da winnah.

Fewer people showed up Sunday, but many who did had TVs. The way the game turned out, the real winners were at the track. The 100cc Controlled Stock, Junior Stock and Piston Valve Light started the show with 49 karts at the start. Familiar Kathey Hartman showed the way from the end of the first lap while there was much excitement back in the pack. Lee Hatch was running so well in his bug that even after his manifold came completely off, he drove the last lap sitting up, holding the pipe to the engine with a rag, and finished fifth. Dave Struss drove very hard to beat 34 others in Piston Valve Light.

Dual engines, triple engines and twin-cylinder shifters made the 26 starters in 300cc Open sound like the largest class of the weekend. Over 145 mph down the back straight surely made them the fastest. As you might imagine, the shifters blazed from the start, and the man who led was none other than the popular L.A. keyboard man, Ronnie Foster. He almost had his hands on the trophy, but a rear engine bolt let go, and unlike Lee Hatch, he was unable to find a rag strong enough to hold it in. Meanwhile, the triple Yamahas of the Gurevich Special (*Karter News* Dec. '81) harmonized to put Terry Ives ahead of the other conventional enduros, and when the last shifter broke, he waltzed willingly through scoring. Tennis Pro Pancho Gonzales ably piloted the Shiffert Special, and the rest of the winners were 200cc stockers that won because of the attrition rate.

The final put Stock Appearing Heavy out with Piston Valve Experts. The Experts really went at it with a very tight pack following Steve and Peter Muller. A shunt late in the race put Steve O'Hara back to sixth place or so, and once back on the asphalt, he set the sights of his Van K on the leaders. In the last 15 minutes, he caught and passed them. It was a

truly fitting end to a great weekend for more than football in what must have been karting heaven.

Results

SATURDAY

100 STK. APP. LT: 1. Kel McIntee (Har); 2. Todd Fasano (Har); 3. Jimmy Somes; 4. Russ Thompson.
100 JR SPR STK: 1. Brent Smith (Van); 2. Bryan Moreno (Van); 3. Derek Burris (Iks); 4. Lee Hatch (Iks).
100 PST. VLV. HVY: 1. Steve Derksen (Har); 2. Dave Popielarz (Ban); 3. Rick Mayhew (Van); 4. Dave Brandon (Van).

200 STK: 1. Don McDavitt (Van); 2. Willie Lagrone (Van); 4. Gene Bemis (McD).

OPEN HVY: 1. Jerry Hattox (Ban); 2. Bob Lawley.

NOV: 1. Garry Elmendorf; 2. Joe Foster; 3. Harry Mayeda 150 OPEN: 1. John Hooper (Hoo); 2. Scott Galvin (Ban); 4. Chris Ackerman.

SIT-UP (SPRINT KARTS): 1. Chris Nixon; 2. Mike Renkowski; 3. 3. Bryan Weber; 4. Joey Silva.

SUNDAY

100 CONT STK: 1. Kathey Hartman (Har); 2. Todd Spaude (Har); 3. Randy Coons (Van); 4. Tom Kasuba (Car).

JR STK: 1. Derek Burris (Ban); 2. Brent Fitterer (Van); 3. Mark Reed (Mar); 4. Brent Smith (VK).

100 PST. VLV. LT: 1. Dave Struss (VK); 2. Leon Desimone (Ban); 3. Rodd Hetrick; 4. Dave Kudrave (Har).

300 OPEN: 1. Terry Ives (GT Yam); 2. Dan Marey (VK); 3. Pancho Gonzales (Shif); 4. Doug Fleming (Ban).

100 STK APP HVY: 1. Jimmy Somes; 2. Dan Eggleston (Car); 3. Jim Branum; 4. Chris Johnson (VK).

100 PST VLV EX: 1. Steve O'Hara (VK); 2. Steve Derksen (Har); 3. Tom Hunter (Ban); 4. Peter Muller (VK).

SCKers hang it out at Adams

Southern California Kart racers got serious at Adams Sprint Track in the eastern L.A. area and Riverside International Raceway while some 100 million people were thinking football. The two famous California tracks are located within 10 minutes of each other in the Riverside area and it was a bit of heaven when championship events were held at both on the same weekend. While much of the country was either snowed-in or laid back in front of the tube, these karters were dialing-in the season under sunny skies.

Big names, hot competition and a decaying track were all factors in the first SCK points race of the '82 season. Names like Craig Martin, Doug Lierle, George Ito, Rod Tull, Mike Manning, Rocky Buff and Mark Zartarian, just to mention a few, give an example of the seriousness of the points race in this region. One hundred ten entries battled it out for the gold and the glory in this two-day event. Every heat was filled with super-hot competition, and the "some of everything" layout at Adams, site of past PKA activity, proved to be a true test of kart, driver and wrench.

The Adams track, off of Market St. in Rubidoux, joins tracks at Santa Maria, Oxnard, Indian Dunes, Bakersfield and Jamul (San Diego) to make up the SoCal region. The track is becoming very rough, but the competition was even rougher, and the results show some very deserving winners. ATV

Results

SATURDAY

SPR STK LT: 1. Craig Martin (Margay); 2. Bob Sanders (Margay); 3. Kim Craft (Margay); 4. John Bush (Margay).

EXPERT II: 1. Mike Manning (Emmick); 2. Rocky Buff (Emmick).

STK HVY: 1. Stu Hayner (Margay); 2. Ken Nakano (Margay); 3. Marc Zartarian (Emmick); 4. Arnold Gerhardstein (Margay).

JR ROOKIE: 1. Tim King (Super Sprint); 2. Richie Hearn (Margay).

JR I: 1. John Lerouge (Margay); 2. Chris Folsom (Margay); 3. George Mack.

EXPERT IV: 1. Jim Bettini (Super Sprint).

NOVICE LT: 1. Gary Dennen; 2. Ralph Bush (Margay); 3. Dan Ruben; 4. Larry Hageman.

SUNDAY

JR II: 1. Doug Lierle (Emmick); 2. John Lerouge (Margay).

EXPERT I: 1. George Ito (Emmick); 2. John Bush (Margay).

STK LT: 1. Craig Martin (Margay); 2. Bill Madden (Margay); 3. Howie Idleson; 4. David Owens.

SPR STK HVY: 1. John Meyers (Proline); 2. John Tipps (Margay).

EXP III: 1. Rodd Tull (Hartman); 2. Mike Manning (Emmick).

NOVICE HVY: 1. Gerry Glenn; 2. Mike Dunn; 3. Deryl Waggener.

4-CYCLE ROOKIE: 1. Bobbie Williamson.

4-CYCLE JUNIOR: 1. Richie Pauley; 2. Billie Greco.

4-CYCLE SENIOR: 1. Kent Ortega.



New style of dress is popular back east.

Reisinger takes two in a row at Canal Fulton

By Robert Lisey

CANAL FULTON, OH, JAN. 24
Mike Reisinger pulled the trigger on his borrowed 250R Honda as the flag dropped, and from the first corner on only lapped riders ever saw Reisinger's front number plate at Grand Prix Raceway. Reisinger was a picture of perfection as he led from flag to flag. The only bets being taken were those as to the number of riders Mike would lap.

"The Honda is fast, but next race I will have my 400cc Maico back. Then I'm going for three-straight overalls in a row, Reisinger explained after the trophy presentation.

Fred Andrews, on his Rick Case 175cc Yamaha, retained his series lead after four races by taking the gold in his class again today. Although out-powered on the long straights by the big-bore Hondas, Andrews used riding skills and finesse to put together a third for the day.

The 140-mile trip from Tiffin, OH didn't phase Gene Robinson as he drove his 250 Honda to the top of the hotly contested 250cc class. Second place fell to Rick Schrader's Honda as he ran just scant seconds behind Robinson. Robinson took home the bronze with Dan Potter, on a Honda, finishing fourth.

Rod Leggett bested 10 other contestants to win the largest class, the Modified Division, of the day. Leggett's 250 Honda was the only real competition Reisinger faced all day as Leggett took second overall. Park Honda Service Manager Dave Fischer rode another strong race to take the silver behind Leggett.

The 30-minute Odyssey race featured Tom Romey fending off continued and determined charges by Mark Moore and Bob Miller to squeeze out the win. Casey "Crazy" Dutter provided a real show for spectators as he bounced off the scoring barrels twice, blew a rear tire, and finished the race on three wheels and one bare rim. Casey may not always win but he insures a show for all every time he lines up at the starting gate.

Results

OVERALL: Mike Reisinger (Hon).
ODYSSEY: 1. Tom Romey (Hon); 2. Mark Moore (Hon); 3. Bob Miller (Hon); 4. Ken Robinson (Hon).
125: 1. Carl Hand (Yam); 2. Rich Mitchell (Hon); 3. Tim Patterson (Yam); 4. Albert Rue (Hon).
185: 1. Fred Andrews (Yam); 2. Tim Beane (Hon); 3. Mike Maloy (Hon); 4. Steve Synczyk (Hon).
200: 1. Bob DeWire (Hon); 2. Andy Helbig (Hon); 3. John Pershing (Hon); 4. Gary Zion (Hon).
250: 1. Gene Robinson (Hon); 2. Rick Schrader (Hon); 3. Jim Robinson (Hon); 4. Dan Potter (Hon).
MODIFIED: 1. Rod Leggett (Hon); 2. Dave Fischer (Hon); 3. Kevin Hillyard (Yam); 4. Mark Doyle (Hon).

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The Parker 400 - they used two different states to race on the nastiest terrain in the West. To win the 3-wheeler class at Parker, a racer must be able to clearly see those rocks, ruts and ditches waiting to swallow man and machine. That's why 250cc Class 33 winners Mike Chester and Curtis Sparks used Scott Series R goggles - so did Open Class 43 winners Mark Weixeldorfer and Dean Sundhal. Both teams rode Honda ATCs, both teams wore Scott goggles, and both teams won. Try a pair next time you go 3-wheeling - see for yourself why winners wear Scott.

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Look what fol

No one was surprised when we won our class in the Parker 400. Mainly because we were the only ones in our class.

Out of the eleven entries, all eleven were ATC®250Rs.

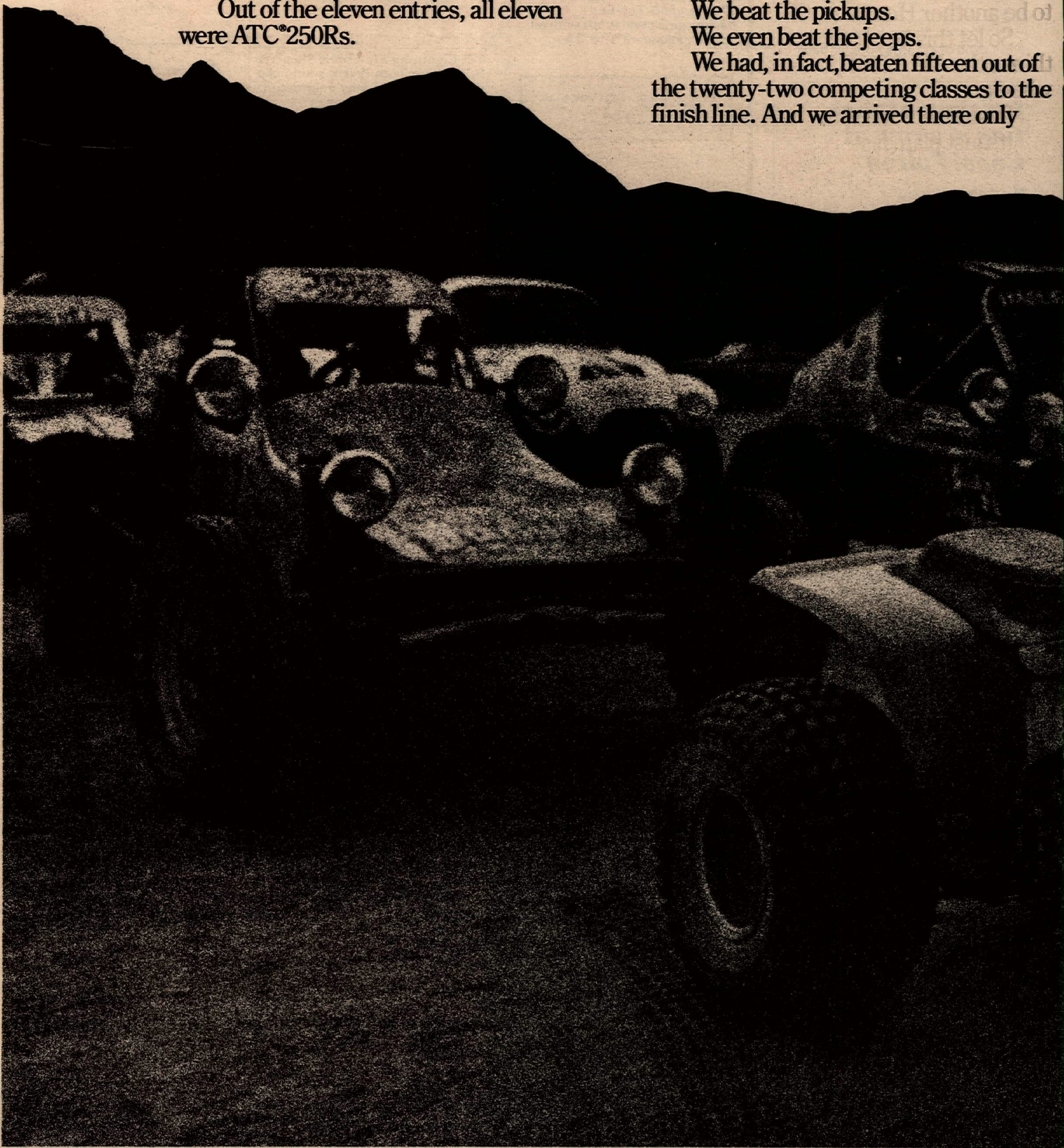
The surprising part came later. When our winning time was posted.

We beat the bugs.

We beat the pickups.

We even beat the jeeps.

We had, in fact, beaten fifteen out of the twenty-two competing classes to the finish line. And we arrived there only



lowed us home.

nineteen minutes behind the overall winner.

Which, not so coincidentally, happened to be another Honda. An XR500R.

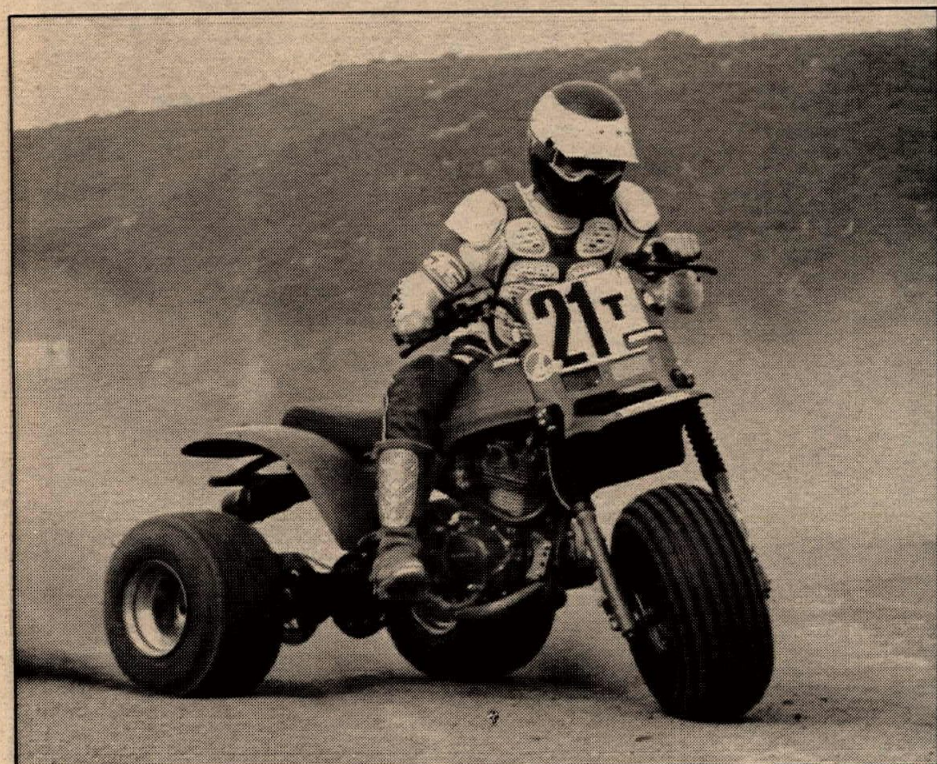
So let this be a lesson to anyone who thinks the ATC®250R is fast for a three-wheeler.

It isn't fast for a three-wheeler.

It's just plain fast.

HONDA
FOLLOW THE LEADER





(Top) Dean Sundahl (470) had his hands full with Eddie Sanders (Above) Tommy Gaian topped the 200cc Experts. (Below) Mark Bogdanavich stopped the 250cc Juniors. (Upper right) Premier Yamaha's Chuck Hatzfield went a tad off course.



CMC/Petty Golden State Series: Round 4

Gaian, Sundahl sweep by Hart, Wright onto victory

By Lance Bryson
CARLSBAD, CA, FEB. 7

Tommy Gaian, along with Dean Sundahl, captured the fourth running of the three-wheel Continental Moto-sport Club/Preston Petty Golden State Series at Carlsbad today.

The ATV track at Carlsbad Raceway proved to be quite challenging as you could banzai it through the corners in a high flying, sideways style. The track was excellent.

With the Parker 400 the previous day, the 250cc Pro Class was minus two riders, Mark "Wax" Weixeldorfer and Mike Chester. They flew out right after the race with "Captain" Wes McCoy for a halftime show in

the Houston Astrodome. Sundahl and Curtis Sparks, on the other hand, flew six hours by truck to Carlsbad in an attempt to hold their series point lead.

The first race of the day was combination of the 0-200cc Modified and Stock. As the flag was dropped it was Honda's Gaian jumping out front followed by Marty Hart on a 3-B Lightning 175 Yamaha and Premier Yamaha's Chuck Hatzfield. By lap two Hart laid on the pressure and

went by Gaian. Hart looked like he had calmed down quite a bit in his riding style, which seemed to improve.

Steve "Wound Too Tight" Wright was entered in the 200cc Stock class on a 175 Tri-Moto along with Premier Yamaha's Gary Hatzfield. These two went at each other's throats with Wright pulling out a half-lap lead by the end of moto one.

John Neary on a Honda jumped out ahead of Yamaha-mounted Steve Tally in moto one of 200cc Intermediate. It was Neary who was on the gas and taking the win with Tally second. Meanwhile, the battle for the 200cc Expert class lead continued with Hart out in front. Hatzfield managed to get by Gaian for a short-lived second. Gaian got things together and overtook Hatzfield. As the checkered came out, it was Hart, Gaian and Hatzfield.

Gaian jumped out, in front at the drop of moto two; Hart quickly followed with Hatzfield and Tim Hoy in hot pursuit. Gaian seemed to have worked out the bugs with Hart only getting a view of his back the entire moto. This time Hart was having troubles. Something didn't sound right, and the way it was popping, it sounded as if the timing was off. Gaian kept the win for a 2-1 score and first overall with Hart second. Hoy took third as Hatzfield got on his head in a ditch. Wright captured the Stock class with a 1-1 score with Gary Hatzfield second. Neary nailed down the Intermediate class with Tally second.

Mark Bogdanavich put in a 2-1 score on his Honda to top the 250cc Junior class today. Bogdanavich had no easy time, as Honda riders Chuck Hogan and Keith Callen were knocking on his door. The lead traded off several times, but in the end it was Bogdanavich taking the win. Callen rode well enough (1-2) to capture second, with Hogan third. Bogdanavich came back from a second place in moto one to win moto two for a 2-1 tally and first overall.

Before the drop of the 250cc Pro class, Sundahl made the comment, "I just don't feel right, I really doubt anything will happen today. We got in about 1:30 this morning from Parker — I'm tired." He looked it, too.

You know the old saying — when the flag drops, your body forgets everything else. Eddie Sanders on a Honda jumped out in front followed by Rob Selvy, with Sundahl and Steve Wright on their tails. Now this was racing! Sanders and Selvy were flat on the gas, but by the fifth lap Sundahl made his move, along with Wright, to get by Selvy. Sanders had a stranglehold on first with Sundahl and Wright banging handlebars for second. And I mean banging. By the end of moto one, Sundahl got by Sanders with Wright just missing out to take third.

Moto two saw Wright and Sundahl jump out first, followed by Sanders. Wright and Sundahl were putting some moves on each other, and the crowd loved it. By the sixth lap Sundahl got by, but somebody forgot to tell Wright the race was over as he never let up a lick. Sundahl held first, Wright second and Sanders third. Sundahl's 1-1 score netted him yet another win. Wright was second with a hard charging Sanders third. *ATV*

Results

200 EX STK: 1. Steve Wright (Yam); 2. Gary Hatzfield (Yam).

200 JR: 1. Aaron Pipes (Hon).

200 INT: 1. John Neary (Hon); 2. Steve Tally (Yam).

200 MOD EX: 1. Tommy Gaian (Hon); 2. Marty Hart (Yam); 3. Tim Hoy (Hon); 4. Chuck Hatzfield (Yam).

250 JR: 1. Mark Bogdanavich (Hon); 2. Keith Callen (Hon); 3. Chuck Hogan (Hon); 4. Glen Elliott (Hon).

250 EX: 1. Dean Sundahl (Hon); 2. Steve Wright (Yam); 3. Eddie Sanders (Hon); 4. Rob Selvy (Hon).



CORONA RACEWAY

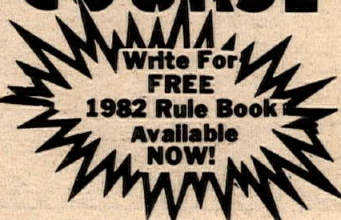


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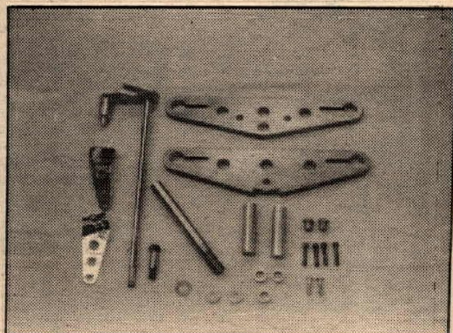
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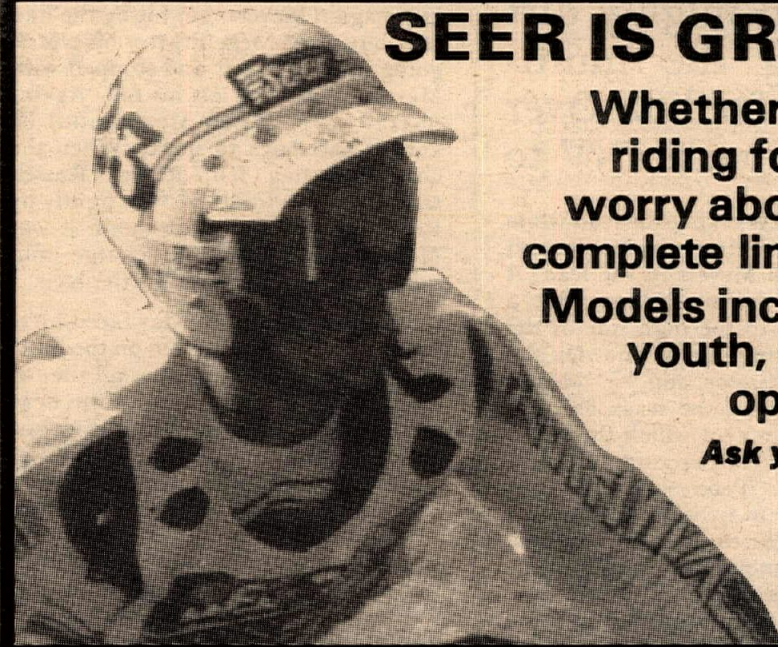
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